

# Idaho Traffic Collisions

# 2001



Idaho Transportation Department  
Office of Highway Safety

# **IDAHO TRAFFIC COLLISIONS**

## **2001**

Prepared by the Office of Highway Safety

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## **Introduction**

*Idaho Traffic Collisions 2001* provides an annual description of collision characteristics for Idaho. This document is used by state and local transportation, law enforcement, health, and other agencies charged with the responsibility of coping with the increasing costs of traffic collisions. Agencies use the data to identify problems and target areas for the development of collision reduction programs.

A traffic safety problem is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification involves the study of relationships between collisions and the population, licensed drivers, registered vehicles, vehicle miles traveled and characteristics of specific subgroups that may contribute to collisions.

The document is divided into two major sections: a statewide collision summary and a breakdown of collision problems by focus areas. Maps displaying the approximate location of each fatal collision by transportation district are found in Appendix A. Precise locations of fatal collisions cannot be determined from the maps. Information regarding collisions on the State Highway System is available in Appendix B. A five-year fatal and injury collision history is contained in three tables in Appendix C.

*Idaho Traffic Collisions 2001* is organized to reflect the adoption of focus areas by the Idaho Traffic Safety Commission for the Highway Safety Grant Programs. The focus areas include: Impaired Driving, Safety Restraint Usage, Youthful Drivers, Aggressive Driving, Emergency Medical Services, Pedestrians, Bicyclists, Motorcyclists and Commercial Motor Vehicles.

## **Explanation of Data**

The source for collision information is the Idaho Transportation Department State Collision Database. The database consists of collision reports completed by all law enforcement agencies in Idaho. All law enforcement agencies use a standard collision report, as designated in Idaho Code 49-1307. The resulting numbers are conservative since the database consists of only collisions investigated by law enforcement officers. For purposes of this report, only collisions resulting in injury or death of any person, or damage to the property of any one person in excess of \$750 were included. Collisions occurring on private property are excluded.

When examining any of the statistics herein, it is important to distinguish between the three different levels of collision data. The collision level, the vehicle level and the person level make up the three different levels. Each collision must involve at least one motor vehicle and each vehicle contains any number of people, including zero. Each collision is classified by the most severe injury that resulted from the collision. Therefore, each fatal collision resulted in at least one fatality, but may have also produced any number and combination of additional fatalities and injuries.

The Division of Motor Vehicles and the Economics and Research Unit (Idaho Transportation Department) provide information on licensed drivers, registered motor vehicles, license suspensions and convictions. The Traffic Survey Section (Idaho Transportation Department) provides the annual vehicle miles of travel. The Bureau of Criminal Identification (Idaho State Police) provides information regarding DUI arrests. Other sources of information that support this document are referenced.

Current year data is compared to data from the prior year to identify simple percentage changes either upward or downward. The average change over the prior three years is given to provide an additional perspective.

If you have any questions or suggestions concerning *Idaho Traffic Collisions 2001*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

# SECTION I

## GENERAL COLLISION INFORMATION



## Statewide Collision Categories

Table 1 compares major collision categories and measures of exposure for 1998 through 2001. The total number of traffic collisions in 2001 decreased by 0.6% from 2000, while fatal collisions decreased 6.6%. Total fatalities decreased 6.2% from the previous year, while the number of injuries went down by 1.8%. The number of property damage collisions rose by just 0.2%.

|  | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|--|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Total Collisions                                     | 24,041      | 25,076      | 26,241      | 26,090      | -0.6%                       | 4.5%                             |
| Fatal Collisions                                     | 224         | 245         | 241         | 225         | -6.6%                       | 3.9%                             |
| Persons Killed (Fatalities)                          | 265         | 278         | 276         | 259         | -6.2%                       | 2.1%                             |
| Injury Collisions                                    | 9,098       | 9,256       | 9,392       | 9,231       | -1.7%                       | 1.6%                             |
| Persons Injured                                      | 13,920      | 14,069      | 14,276      | 14,021      | -1.8%                       | 1.3%                             |
| Property-Damage-Only<br>Collisions (Severity >\$750) | 14,719      | 15,575      | 16,608      | 16,634      | 0.2%                        | 6.2%                             |
| Idaho Population (thousands)                         | 1,229       | 1,252       | 1,294       | 1,321       | 2.1%                        | 2.6%                             |
| Licensed Drivers (thousands)                         | 871         | 881         | 893         | 901         | 0.9%                        | 1.3%                             |
| Vehicle Miles of Travel (millions)                   | 13,644      | 14,328      | 13,728      | 14,299      | 4.2%                        | 0.4%                             |
| Registered Vehicles (thousands)                      | 1,330       | 1,316       | 1,340       | 1,247       | -7.0%                       | 0.4%                             |

Changes in the number of collisions can often be correlated with changes in state population, the number of drivers, number of registered vehicles, and the statewide Annual Vehicle Miles of Travel (AVMT). In 2001, the number of licensed drivers increased by 0.9% while the population grew by 2.1%. The number of registered motor vehicles decreased by 7.0% in 2001.

The statewide AVMT increased by 4% in 2001, after decreasing in 2000 for the first time since it decreased from 1979 to 1980. Commercial vehicles accounted for 18% of the statewide AVMT in 2001.

## Fatality and Injury Rates

Table 2 shows the fatality and injury rates for 1998-2001.

|               | 1998   | 1999  | 2000   | 2001  | Change<br>2000-2001 | Avg. Change<br>1998-2000 |
|---------------|--------|-------|--------|-------|---------------------|--------------------------|
| Fatality Rate | 1.94   | 1.94  | 2.01   | 1.81  | -9.9%               | 1.8%                     |
| Injury Rate   | 102.02 | 98.19 | 103.99 | 98.06 | -5.7%               | 1.1%                     |

Figures 1 and 2 illustrate fatality and injury rates per 100 million AVMT for the U.S. and Idaho. The 2001 U.S. fatality rate and U.S. injury rate estimates are preliminary and may change.

Figure 1  
Traffic Fatality Rates per 100 Million Annual Vehicle Miles of Travel  
For Idaho and The U.S.: 1992-2001

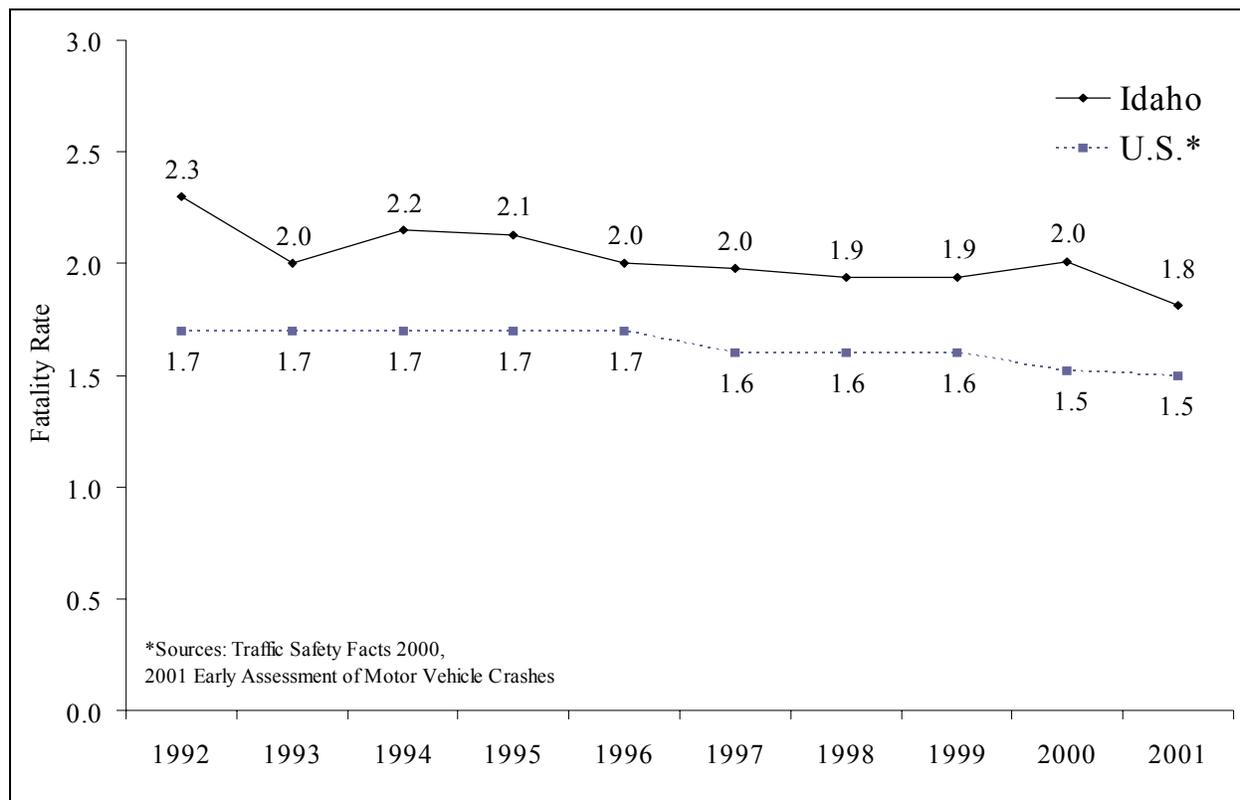
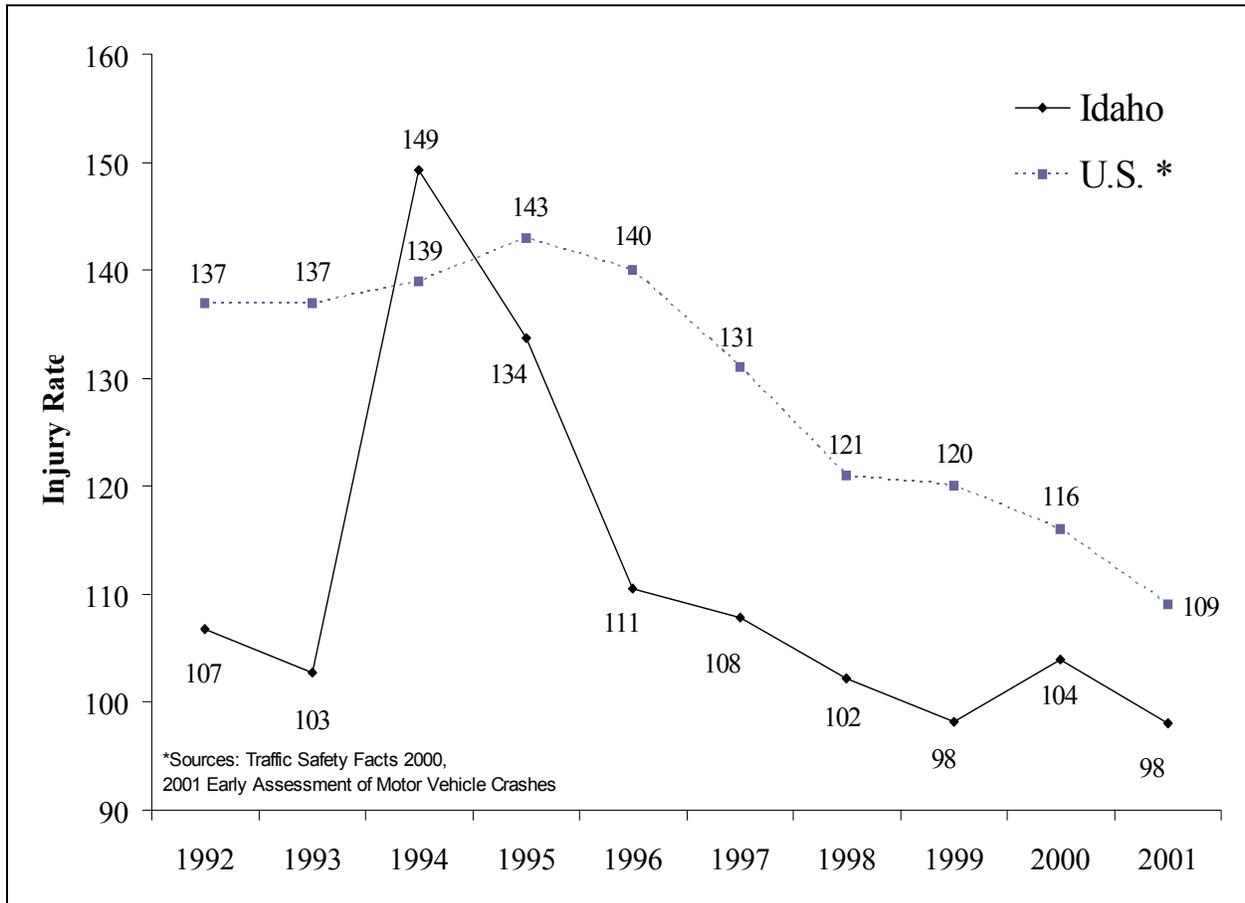


Figure 2  
**Traffic Injury Rates per 100 Million Annual Vehicle Miles of Travel: 1992-2001**



Fatality and injury rates have varied over the past decade. Factors such as vehicle safety features, limited access highways, engineering improvements, occupant restraint usage, demographic changes and reduction in driving under the influence tend to reduce fatalities and injuries. Increases in AVMT, licensed drivers, registered vehicles, changes in reporting, and higher average speeds tend to increase the number of fatalities and injuries. The jump in the injury rate in 1994 corresponds with better identification of injuries after statewide training for law enforcement officers with the introduction of a new collision report form in 1994.

## Injury Severity

Table 3 presents the injury severity distribution among persons involved in collisions from 1998 through 2001. The number of fatalities decreased to 259 in 2001

|                             | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|-----------------------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Fatalities                  | 265         | 278         | 276         | 259         | -6.2%                       | 2.1%                             |
| Serious Injuries            | 1,825       | 1,824       | 1,733       | 1,615       | -6.8%                       | -2.5%                            |
| Visible Injuries            | 5,157       | 5,285       | 5,390       | 5,258       | -2.4%                       | 2.2%                             |
| Possible Injuries           | 6,938       | 6,960       | 7,153       | 7,148       | -0.1%                       | 1.5%                             |
| No Injuries                 | 49,896      | 51,316      | 52,482      | 52,013      | -0.9%                       | 2.6%                             |
| Unknown / Missing           | 497         | 426         | 1,238       | 1,157       | -6.5%                       | 88.2%                            |
| Total Persons in Collisions | 64,578      | 66,089      | 68,272      | 67,450      | -1.2%                       | 2.8%                             |

## Economic Cost of Collisions

Table 4 gives estimated economic costs for Idaho motor vehicle collisions in 2001. Estimates in this table are based on 1994 Federal Highway Administration (FHWA) cost estimates for collisions.<sup>1</sup> The cost estimates are updated to 2001 dollars using the Gross Domestic Product Implicit Price Deflator Ratio. The components of the cost estimates include productivity losses, property damage, medical costs, rehabilitation costs, travel delay, legal and court costs, emergency service costs, insurance administration costs, premature funeral costs and costs to employers. The estimated cost of Idaho collisions in 2001 was \$1.5 billion. The total cost of collisions in 2001 was \$45 million dollars less than the estimated cost of collisions in 2000.

| <b>Incident Description</b>            | <b>Total Occurrences</b> | <b>Cost Per Occurrence</b> | <b>Cost Per Category</b> |
|--|--------------------------|----------------------------|--------------------------|
| Fatalities                             | 259                      | \$3,026,107                | \$783,761,678            |
| Serious Injuries                       | 1,615                    | \$209,500                  | \$338,342,025            |
| Visible Injuries                       | 5,258                    | \$41,900                   | \$220,309,891            |
| Possible Injuries                      | 7,148                    | \$22,114                   | \$158,069,856            |
| Property Damage Only                   | 16,634                   | \$2,328                    | \$38,720,201             |
| <b>Total Estimate of Economic Cost</b> |                          |                            | <b>\$1,539,203,651</b>   |

In addition to the FHWA’s study, the National Highway Traffic Safety Administration (NHTSA) also did a study on the costs of collisions. The NHTSA study not only concentrated on the costs of collisions, but also who pays the costs. Table 5 is a combination of table 22 and table 23 from the NHTSA study, “The Economic Impact of Motor Vehicle Crashes, 2000” and shows the source of payment distribution of collision costs for each component of the costs. The total percentage for each source of payment is also included at the bottom.

| <b>Table 5</b>   |                |              |                             |                |               |               |                |
|--|----------------|--------------|-----------------------------|----------------|---------------|---------------|----------------|
| <b>Estimated Source of Payment for Each Motor Vehicle Crash Cost Component</b> |                |              |                             |                |               |               |                |
|  | <b>Federal</b> | <b>State</b> | <b>Total<br/>Government</b> | <b>Insurer</b> | <b>Other</b>  | <b>Self</b>   | <b>Total</b>   |
| Medical  | 14.40%         | 9.76%        | 24.16%                      | 54.85%         | 6.36%         | 14.62%        | 100.00%        |
| Emergency Service  | 3.87%          | 75.75%       | 79.62%                      | 14.74%         | 1.71%         | 3.93%         | 100.00%        |
| Market Productivity  | 16.20%         | 3.06%        | 19.26%                      | 41.09%         | 1.55%         | 38.10%        | 100.00%        |
| Household Productivity   | 0.00%          | 0.00%        | 0.00%                       | 41.09%         | 1.55%         | 57.36%        | 100.00%        |
| Insurance Administration   | 0.89%          | 0.51%        | 1.40%                       | 98.60%         | 0.00%         | 0.00%         | 100.00%        |
| Workplace Costs  | 0.00%          | 0.00%        | 0.00%                       | 0.00%          | 100.00%       | 0.00%         | 100.00%        |
| Legal / Court  | 0.00%          | 0.00%        | 0.00%                       | 100.00%        | 0.00%         | 0.00%         | 100.00%        |
| Travel Delay   | 0.00%          | 0.00%        | 0.00%                       | 0.00%          | 100.00%       | 0.00%         | 100.00%        |
| Property Damage  | 0.00%          | 0.00%        | 0.00%                       | 65.00%         | 0.00%         | 35.00%        | 100.00%        |
| <b>Percentage of Total Costs</b>   | <b>6.41%</b>   | <b>2.70%</b> | <b>9.11%</b>                | <b>50.26%</b>  | <b>14.48%</b> | <b>26.15%</b> | <b>100.00%</b> |

The most significant point from the above table is that society at large picks up nearly 75% of all crash costs incurred by individual motor vehicle crash victims. These costs are passed on to the general public through insurance premiums, taxes, direct out-of-pocket payments for goods and services and increased charges for medical care.<sup>2</sup>

## Collisions by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single vehicle collisions were nearly three times more likely to result in a fatality than multiple vehicle collisions were. Table 6 shows the number of collisions and injuries for single and multiple vehicle collisions by the severity of the collision. Multiple vehicle collisions include collisions between a motor vehicle and a pedestrian or bicyclist.

| <b>Type of Collision</b> | <b>Single Vehicle</b> |                 | <b>Multiple Vehicles</b> |                 |
|--------------------------|-----------------------|-----------------|--------------------------|-----------------|
|                          | <b>Collisions</b>     | <b>Injuries</b> | <b>Collisions</b>        | <b>Injuries</b> |
| Fatal                    | 126                   | 140             | 99                       | 119             |
| Serious Injury           | 497                   | 640             | 720                      | 975             |
| Visible Injury           | 1,369                 | 1,882           | 2,259                    | 3,376           |
| Possible Injury          | 1,107                 | 1,617           | 3,279                    | 5,531           |
| Property Damage          | 5,057                 |                 | 11,577                   |                 |

In 2001, single-vehicle collisions represented only 31% of all collisions, yet accounted for 56% of all fatal collisions. Of the 126 fatal single-vehicle collisions, 113 (or 90%) occurred on rural roadways.

Of the 99 multiple-vehicle fatal collisions, 12 involved a pedestrian and 2 involved a bicyclist. Only 38% of all fatal collisions involved two or more motor vehicles. Of the 99 fatal multiple-vehicle collisions, 72 (or 73%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle collisions. The “all other contributing circumstances” categories combine the remaining contributing circumstances. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle collision, contributing to more than 1 out of every 3 collisions. Speed also contributed to 10% of all multiple-vehicle collisions.

Inattention/Distracted was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/Distracted contributed to almost 1 out of every 5 collisions involving one vehicle and almost 1 out of every 4 collisions involving two or more vehicles.

Figure 3  
**Single-Vehicle Collisions – Contributing Circumstances: 2001**

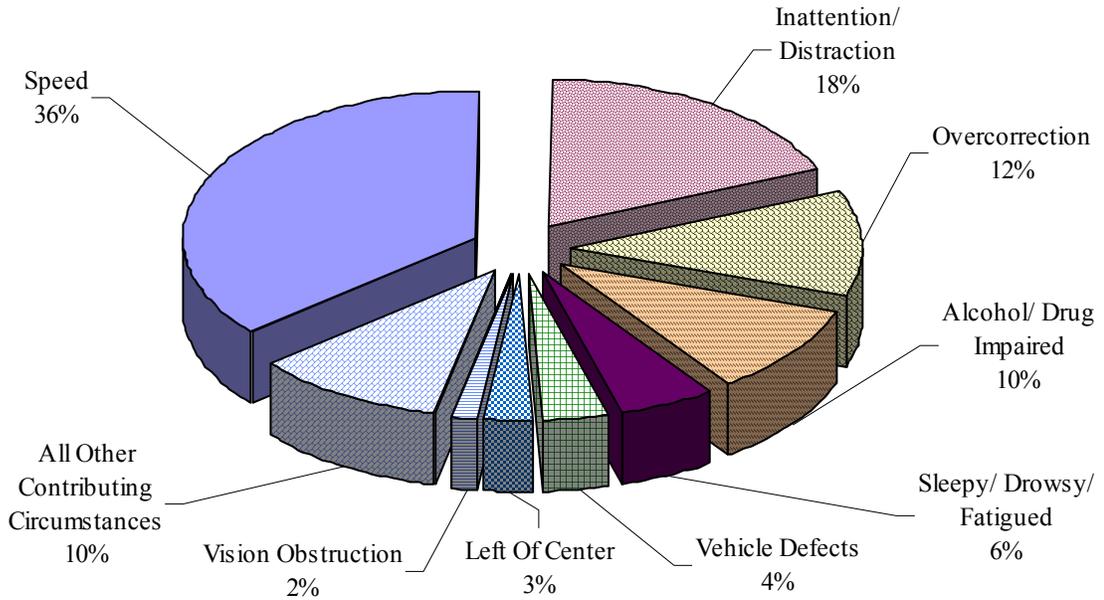


Figure 4  
**Multiple-Vehicle Collisions – Contributing Circumstances: 2001**

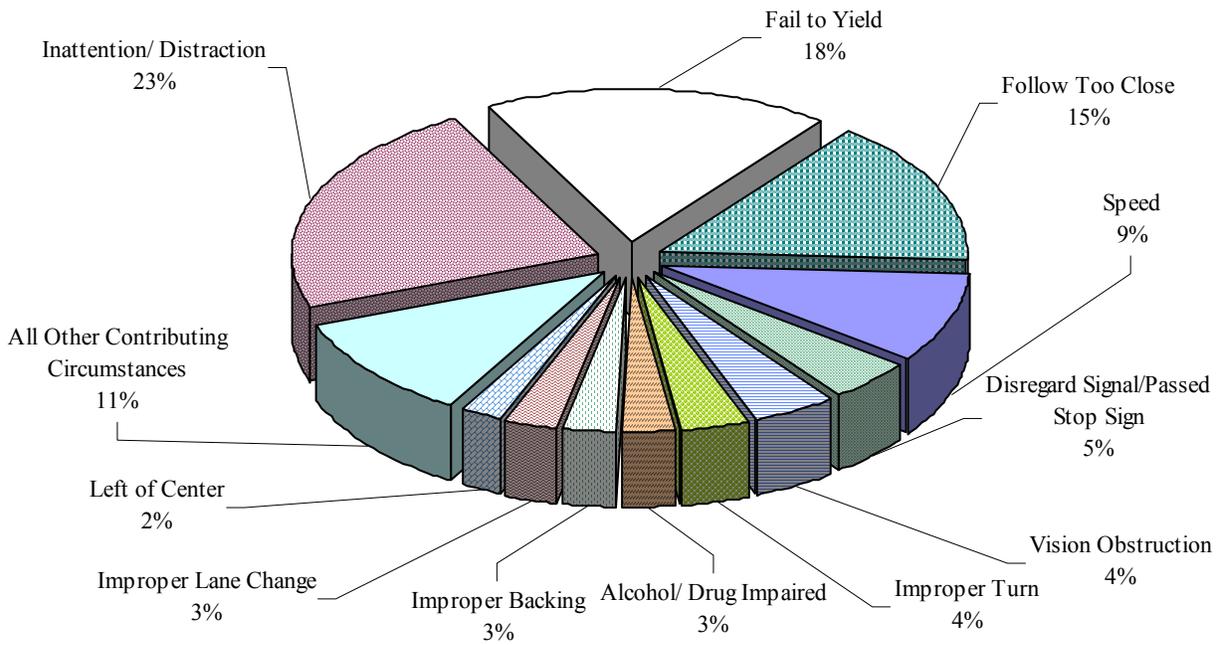


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

| <b>Table 7</b>   |   |
|--|---|
| <b>Most Harmful Event for Fatal Single and Fatal Multiple Vehicle Collisions: 2001</b>   |   |
| <b>Single-Vehicle Collisions</b>   | <b>Multiple-Vehicle Collisions</b>        |
| Overturn (69.0%)   | Angle (24.4%)                             |
| Tree (6.3%)  | Head On (23.1%)                           |
| Embankment (3.2%)  | Pedestrian (13.6%)                        |
| Immersion (3.2%)   | Rear End (10.0%)                          |
| Fell and/or Jumped (2.4%)  | Angle - Turning (6.3%)                    |
| Other Object - Fixed (2.4%)  | Side Swiped Opposite (5.0%)               |
| Bridge - Pier, End, Rail (1.6%)  | Head On - Turning (4.5%)                  |
| Fence (1.6%)   | Side Swiped - Same Direction (3.2%)       |
| Fire (1.6%)  | Overturn (2.3%)                           |
| Injury in Vehicle (1.6%)   | Bicyclist (1.8%)                          |
| Utility Pole (1.6%)  | Utility Pole (1.8%)                       |
| Building Wall (0.8%)   | Parked Vehicle (1.4%)                     |
| Bridge Rail (0.8%)   | Other (0.9%)                              |
| Guardrail End (0.8%)   | Same Direction - Turning (0.9%)           |
| Guardrail Face (0.8%)  | Street Light Support (0.5%)               |
| Other - Noncollision (0.8%)  | Parked Vehicle on Private Property (0.5%) |
| Other Object - Not Fixed (0.8%)  |   |
| Other Pole (0.8%)  |   |
| <p>*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 2001, there were 221 vehicles involved in the 99 fatal multiple vehicle collisions.</p> |   |

Overturn was the leading Most Harmful Event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 71% of the single vehicle fatalities and 39% of all fatalities in 2001.

Of the 100 people killed in single-vehicle rollovers, 25 (or 25%) were wearing seat belts. Of the 75 people who were killed in single-vehicle rollovers and not wearing a seat belt, 70 (or 93%) were partially or totally ejected from their vehicle.

There was 1 person killed in 2001 where fire/explosion was listed as the most harmful event and 5 people killed in crashes where immersion was listed as the most harmful event. A vehicle is considered immersed if it comes to rest in water where the water level is high enough to enter the engine or passenger compartments. Of the 6 people killed in these crashes, only 2 (or 33%) were wearing seatbelts.

## Collisions and Injuries by Month

Table 8 shows the number of collisions and injuries by each month and severity.

|               | <b>Collisions</b> |               |               | <b>Injuries</b> |                |                |                 |
|---------------|-------------------|---------------|---------------|-----------------|----------------|----------------|-----------------|
|               | <b>Fatal</b>      | <b>Injury</b> | <b>Total</b>  | <b>Fatal</b>    | <b>Serious</b> | <b>Visible</b> | <b>Possible</b> |
| January       | 13                | 807           | 2,807         | 14              | 131            | 427            | 681             |
| February      | 13                | 609           | 1,872         | 15              | 81             | 310            | 487             |
| March         | 13                | 557           | 1,577         | 18              | 97             | 331            | 432             |
| April         | 11                | 679           | 1,795         | 20              | 110            | 389            | 534             |
| May           | 22                | 771           | 1,941         | 24              | 154            | 453            | 607             |
| June          | 30                | 804           | 2,009         | 32              | 163            | 503            | 605             |
| July          | 22                | 827           | 2,101         | 27              | 180            | 518            | 593             |
| August        | 22                | 859           | 2,222         | 25              | 180            | 521            | 612             |
| September     | 21                | 765           | 2,020         | 22              | 164            | 441            | 574             |
| October       | 13                | 776           | 2,157         | 14              | 119            | 413            | 624             |
| November      | 24                | 859           | 2,531         | 26              | 122            | 481            | 654             |
| December      | 21                | 918           | 3,058         | 22              | 114            | 471            | 745             |
| <b>Totals</b> | <b>225</b>        | <b>9,231</b>  | <b>26,090</b> | <b>259</b>      | <b>1,615</b>   | <b>5,258</b>   | <b>7,148</b>    |

The highest number of fatal collisions traditionally occurs in August. However in 2001, June had the highest number of fatal collisions. January, November and December had the highest number of total collisions. Collisions occurring in the winter months are more likely to be attributed to severe weather such as ice and snow; however, these collisions tend to be less severe as people generally slow down and are more cautious when driving in adverse weather conditions.

## Collisions by Day of the Week

Figures 5 and 6 show the number of fatal and total collisions by day of the week.

Figure 5  
Fatal Collisions by Day of the Week: 2001

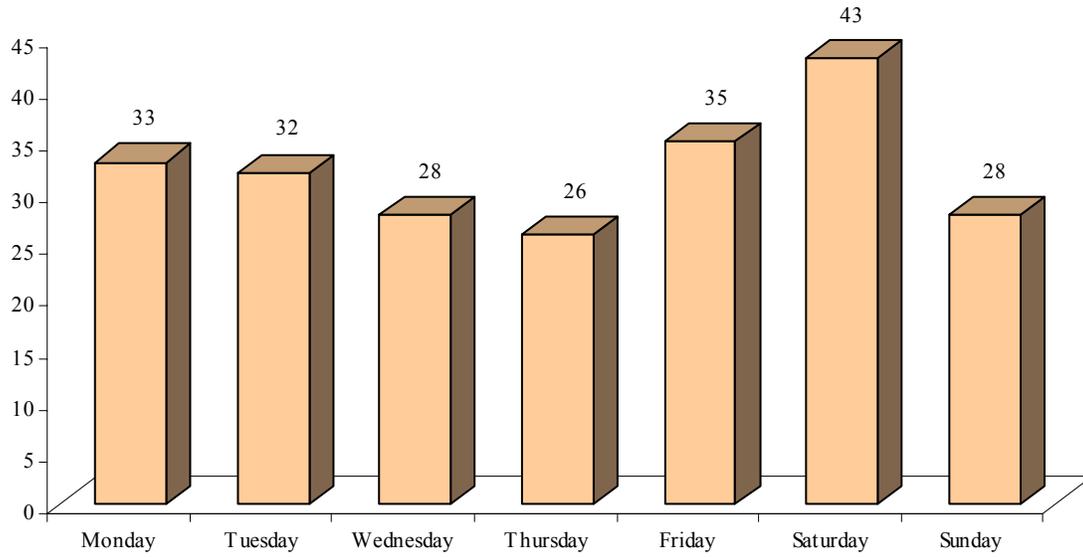
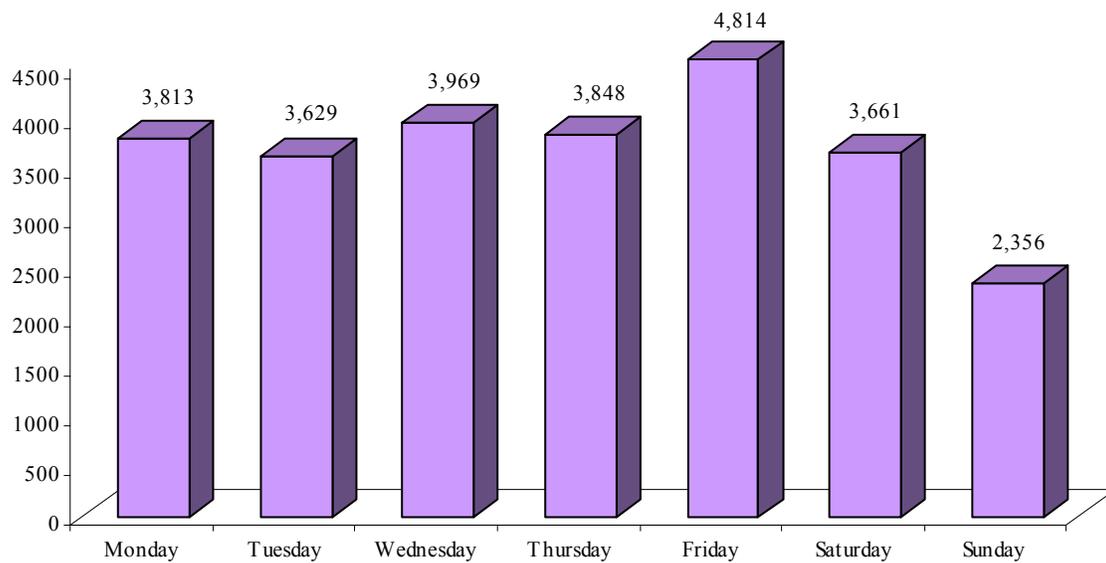


Figure 6  
Total Collisions by Day of the Week: 2001



## Collisions by Time of Day

Figures 7 and 8 show the number of fatal and total collisions by the time of day.

Figure 7  
Fatal Collisions by Time of Day: 2001

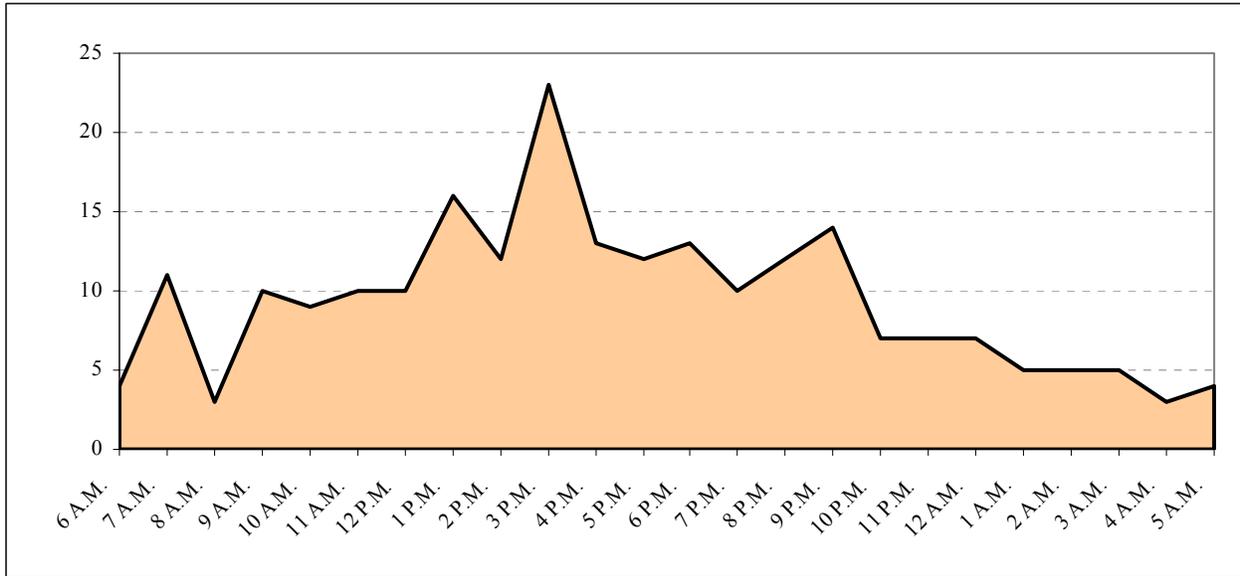
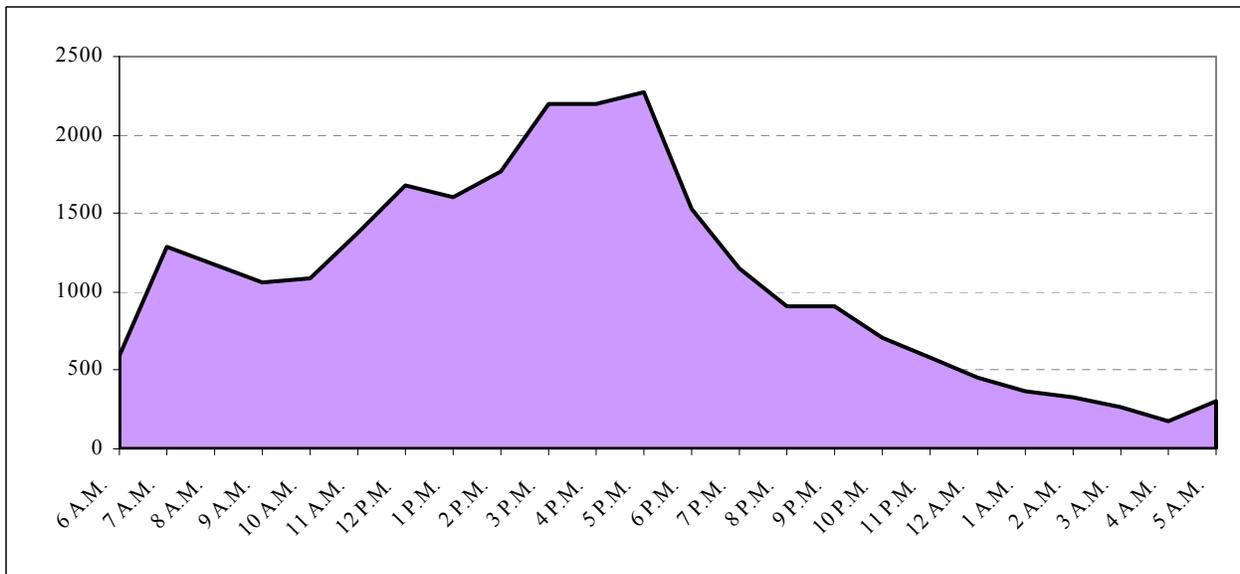


Figure 8  
Total Collisions by Time of Day: 2001



## Collisions by Roadway Classification

Table 9 compares the number of total, fatal and injury collisions by urban and rural classification. Urban roadways are defined as those within the city limits of cities with 5,000 people or more. Urban roadways tend to carry higher volumes of traffic at lower speeds while rural roads carry lower traffic volumes at higher speeds.

|                    | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|--------------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Total Collisions:  | 24,041      | 25,076      | 26,241      | 26,090      | -0.6%                       | 4.5%                             |
| Urban              | 13,953      | 14,503      | 15,463      | 15,752      | 1.9%                        | 5.3%                             |
| Rural              | 10,088      | 10,573      | 10,778      | 10,338      | -4.1%                       | 3.4%                             |
| Fatal Collisions   | 224         | 245         | 241         | 225         | -6.6%                       | 3.9%                             |
| Urban              | 28          | 36          | 39          | 40          | 2.6%                        | 18.5%                            |
| Rural              | 196         | 209         | 202         | 185         | -8.4%                       | 1.6%                             |
| Injury Collisions: | 9,098       | 9,256       | 9,392       | 9,231       | -1.7%                       | 1.6%                             |
| Urban              | 5,079       | 5,129       | 5,356       | 5,329       | -0.5%                       | 2.7%                             |
| Rural              | 4,019       | 4,127       | 4,036       | 3,902       | -3.3%                       | 0.2%                             |

In 2001, 82% of fatal collisions occurred on rural roads, whereas 40% of all collisions occurred on rural roads. In Idaho, 91% of the total road mileage is classified as rural roadway. Rural roads tend to have higher speed limits. Crashes at higher impact speeds have a greater probability of resulting in a fatality.<sup>3</sup>

The high percentage of rural roadways in Idaho may account for the fact that Idaho's fatality rate is consistently higher than the U.S. fatality rate.

Table 10 shows the number of collisions and collision rates on local and state system roadways (both interstate and non-interstate) for 1998-2001, and the number of collisions statewide. Collision rates are lower than the statewide fatality and injury rates shown in Table 2 because multiple fatalities or injuries may occur in a single collision.

| <b>Roadway Information</b>            | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|---------------------------------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| <b>Local:</b>                         |             |             |             |             |                             |                                  |
| VMT (100 millions)                    | 63.3        | 68.2        | 61.7        | 65.9        | 6.8%                        | -0.9%                            |
| Fatal Collisions                      | 78          | 87          | 109         | 84          | -22.9%                      | 18.4%                            |
| Injury Collisions                     | 5,210       | 5,211       | 5,357       | 5,216       | -2.6%                       | 1.4%                             |
| Total Collisions                      | 14,275      | 14,714      | 15,740      | 15,343      | -2.5%                       | 5.0%                             |
| Fatal Collision Rate                  | 1.2         | 1.3         | 1.8         | 1.3         | -27.8%                      | 21.0%                            |
| Injury Collision Rate                 | 82.3        | 76.4        | 86.8        | 79.2        | -8.8%                       | 3.2%                             |
| Total Collision Rate                  | 225.5       | 215.7       | 255.1       | 232.9       | -8.7%                       | 7.0%                             |
| <b>State System (Non-Interstate):</b> |             |             |             |             |                             |                                  |
| VMT (100 millions)                    | 42.9        | 41.0        | 44.3        | 45.1        | 1.9%                        | 1.8%                             |
| Fatal Collisions                      | 97          | 114         | 85          | 98          | 15.3%                       | -4.0%                            |
| Injury Collisions                     | 2,592       | 2,639       | 2,642       | 3,014       | 14.1%                       | 1.0%                             |
| Total Collisions                      | 6,532       | 6,897       | 6,775       | 8,067       | 19.1%                       | 1.9%                             |
| Fatal Collision Rate                  | 2.3         | 2.8         | 1.9         | 2.2         | 13.2%                       | -4.0%                            |
| Injury Collision Rate                 | 60.4        | 64.4        | 59.7        | 66.9        | 12.0%                       | -0.4%                            |
| Total Collision Rate                  | 152.3       | 168.3       | 153.1       | 178.9       | 16.9%                       | 0.7%                             |
| <b>Interstate:</b>                    |             |             |             |             |                             |                                  |
| VMT (100 millions)                    | 30.2        | 34.1        | 31.3        | 32.0        | 2.2%                        | 2.4%                             |
| Fatal Collisions                      | 49          | 44          | 47          | 43          | -8.5%                       | -1.7%                            |
| Injury Collisions                     | 1,296       | 1,406       | 1,393       | 1,001       | -28.1%                      | 3.8%                             |
| Total Collisions                      | 3,234       | 3,465       | 3,726       | 2,680       | -28.1%                      | 7.3%                             |
| Fatal Collision Rate                  | 1.6         | 1.3         | 1.5         | 1.3         | -10.5%                      | -2.1%                            |
| Injury Collision Rate                 | 42.9        | 41.3        | 44.5        | 31.3        | -29.7%                      | 2.0%                             |
| Total Collision Rate                  | 107.1       | 101.7       | 118.9       | 83.7        | -29.6%                      | 6.0%                             |
| <b>Statewide Totals:</b>              |             |             |             |             |                             |                                  |
| VMT (100 millions)                    | 136.4       | 143.3       | 137.3       | 143.0       | 4.2%                        | 0.4%                             |
| Fatal Collisions                      | 224         | 245         | 241         | 225         | -6.6%                       | 3.9%                             |
| Injury Collisions                     | 9,098       | 9,256       | 9,392       | 9,231       | -1.7%                       | 1.6%                             |
| Total Collisions                      | 24,041      | 25,076      | 26,241      | 26,090      | -0.6%                       | 4.5%                             |
| Fatal Collision Rate                  | 1.6         | 1.7         | 1.8         | 1.6         | -10.4%                      | 3.4%                             |
| Injury Collision Rate                 | 66.7        | 64.6        | 68.4        | 64.6        | -5.6%                       | 1.4%                             |
| Total Collision Rate                  | 176.3       | 175.0       | 191.1       | 182.5       | -4.5%                       | 4.3%                             |

## Collisions by Idaho Counties and Cities

| <b>Table 11</b>                                       |                         |             |             |                          |              |              |                         |               |               |
|---|-------------------------|-------------|-------------|--------------------------|--------------|--------------|-------------------------|---------------|---------------|
| <b>Collision History of Idaho Counties: 1999-2001</b> |                         |             |             |                          |              |              |                         |               |               |
| <b>County</b>   | <b>Fatal Collisions</b> |             |             | <b>Injury Collisions</b> |              |              | <b>Total Collisions</b> |               |               |
|   | <b>1999</b>             | <b>2000</b> | <b>2001</b> | <b>1999</b>              | <b>2000</b>  | <b>2001</b>  | <b>1999</b>             | <b>2000</b>   | <b>2001</b>   |
| Ada   | 14                      | 14          | 16          | 2,289                    | 2,430        | 2,372        | 5,918                   | 6,468         | 6,416         |
| Adams   | 5                       | 1           | 0           | 30                       | 23           | 19           | 106                     | 81            | 69            |
| Bannock   | 15                      | 6           | 10          | 525                      | 484          | 472          | 1,647                   | 1,565         | 1,570         |
| Bear Lake   | 0                       | 1           | 3           | 31                       | 45           | 32           | 74                      | 116           | 74            |
| Benewah   | 3                       | 3           | 3           | 60                       | 73           | 58           | 205                     | 221           | 200           |
| Bingham   | 9                       | 5           | 8           | 267                      | 292          | 248          | 634                     | 735           | 711           |
| Blaine  | 4                       | 2           | 4           | 70                       | 75           | 64           | 274                     | 242           | 243           |
| Boise   | 2                       | 3           | 5           | 77                       | 72           | 92           | 160                     | 185           | 204           |
| Bonner  | 5                       | 14          | 6           | 241                      | 203          | 213          | 643                     | 628           | 670           |
| Bonneville  | 17                      | 20          | 16          | 676                      | 706          | 653          | 1,883                   | 1,993         | 2,056         |
| Boundary  | 4                       | 2           | 2           | 63                       | 53           | 60           | 204                     | 161           | 182           |
| Butte   | 3                       | 2           | 2           | 15                       | 14           | 19           | 41                      | 31            | 62            |
| Camas   | 2                       | 1           | 0           | 14                       | 12           | 12           | 39                      | 21            | 22            |
| Canyon  | 19                      | 20          | 15          | 857                      | 1,007        | 1,002        | 2,326                   | 2,639         | 2,732         |
| Caribou   | 5                       | 1           | 2           | 45                       | 43           | 41           | 109                     | 129           | 114           |
| Cassia  | 11                      | 10          | 9           | 242                      | 202          | 186          | 674                     | 633           | 589           |
| Clark   | 4                       | 1           | 1           | 23                       | 26           | 20           | 75                      | 82            | 79            |
| Clearwater  | 1                       | 4           | 2           | 60                       | 35           | 48           | 179                     | 138           | 155           |
| Custer  | 5                       | 1           | 3           | 25                       | 27           | 40           | 63                      | 54            | 81            |
| Elmore  | 10                      | 12          | 15          | 217                      | 217          | 220          | 445                     | 482           | 484           |
| Franklin  | 4                       | 1           | 1           | 83                       | 57           | 76           | 237                     | 176           | 220           |
| Fremont   | 5                       | 4           | 3           | 49                       | 81           | 68           | 168                     | 243           | 232           |
| Gem   | 4                       | 4           | 3           | 67                       | 61           | 66           | 157                     | 154           | 167           |
| Gooding   | 9                       | 13          | 9           | 95                       | 87           | 100          | 245                     | 300           | 282           |
| Idaho   | 9                       | 6           | 2           | 123                      | 139          | 135          | 321                     | 339           | 291           |
| Jefferson   | 3                       | 3           | 4           | 116                      | 112          | 91           | 282                     | 299           | 293           |
| Jerome  | 4                       | 6           | 3           | 159                      | 163          | 199          | 428                     | 467           | 538           |
| Kootenai  | 10                      | 21          | 13          | 854                      | 780          | 832          | 2,167                   | 2,210         | 2,241         |
| Latah   | 6                       | 5           | 2           | 190                      | 192          | 157          | 646                     | 620           | 569           |
| Lemhi   | 2                       | 0           | 3           | 32                       | 43           | 42           | 81                      | 92            | 90            |
| Lewis   | 1                       | 1           | 2           | 37                       | 37           | 24           | 107                     | 93            | 98            |
| Lincoln   | 3                       | 0           | 3           | 31                       | 19           | 22           | 84                      | 60            | 69            |
| Madison   | 2                       | 3           | 1           | 139                      | 157          | 103          | 475                     | 468           | 419           |
| Minidoka  | 3                       | 5           | 13          | 129                      | 151          | 127          | 355                     | 367           | 330           |
| Nez Perce   | 5                       | 7           | 5           | 248                      | 280          | 278          | 692                     | 819           | 792           |
| Oneida  | 2                       | 1           | 3           | 45                       | 51           | 58           | 142                     | 143           | 151           |
| Owyhee  | 5                       | 2           | 2           | 48                       | 44           | 41           | 136                     | 117           | 124           |
| Payette   | 7                       | 4           | 4           | 121                      | 132          | 112          | 305                     | 324           | 316           |
| Power   | 3                       | 7           | 3           | 80                       | 69           | 57           | 190                     | 241           | 176           |
| Shoshone  | 3                       | 4           | 4           | 90                       | 83           | 99           | 262                     | 291           | 276           |
| Teton   | 1                       | 2           | 2           | 28                       | 36           | 56           | 86                      | 118           | 118           |
| Twin Falls  | 14                      | 12          | 11          | 553                      | 487          | 501          | 1,453                   | 1,374         | 1,287         |
| Valley  | 0                       | 5           | 3           | 64                       | 65           | 80           | 224                     | 224           | 197           |
| Washington  | 2                       | 2           | 4           | 48                       | 27           | 36           | 134                     | 98            | 101           |
| <b>TOTALS</b>   | <b>245</b>              | <b>241</b>  | <b>225</b>  | <b>9,256</b>             | <b>9,392</b> | <b>9,231</b> | <b>25,076</b>           | <b>26,241</b> | <b>26,090</b> |

Table 12 shows fatal, injury and total collisions for Idaho cities with populations over 2,000 for 1999-2001. Cities are grouped by population size.

| <b>Table 12</b>                                     |                         |             |             |                          |             |             |                         |             |             |
|---|-------------------------|-------------|-------------|--------------------------|-------------|-------------|-------------------------|-------------|-------------|
| <b>Collision History of Idaho Cities: 1999-2001</b> |                         |             |             |                          |             |             |                         |             |             |
| <b>City by Population Size</b>                      | <b>Fatal Collisions</b> |             |             | <b>Injury Collisions</b> |             |             | <b>Total Collisions</b> |             |             |
|   | <b>1999</b>             | <b>2000</b> | <b>2001</b> | <b>1999</b>              | <b>2000</b> | <b>2001</b> | <b>1999</b>             | <b>2000</b> | <b>2001</b> |
| <b>40,000 and over</b>                              |                         |             |             |                          |             |             |                         |             |             |
| Boise   | 3                       | 7           | 9           | 1,541                    | 1,662       | 1,586       | 3,957                   | 4,439       | 4,348       |
| Idaho Falls   | 2                       | 4           | 1           | 415                      | 438         | 430         | 1,167                   | 1,305       | 1,403       |
| Nampa   | 2                       | 3           | 1           | 395                      | 458         | 460         | 1,088                   | 1,266       | 1,269       |
| Pocatello   | 2                       | 1           | 4           | 320                      | 320         | 281         | 1,142                   | 1,114       | 1,058       |
| <b>15,000 - 39,999</b>                              |                         |             |             |                          |             |             |                         |             |             |
| Caldwell  | 1                       | 0           | 2           | 150                      | 171         | 185         | 481                     | 540         | 568         |
| Coeur d'Alene                                       | 1                       | 1           | 4           | 347                      | 307         | 379         | 905                     | 927         | 1,006       |
| Lewiston  | 1                       | 1           | 2           | 179                      | 207         | 195         | 546                     | 623         | 594         |
| Meridian  | 3                       | 2           | 1           | 177                      | 239         | 242         | 510                     | 660         | 742         |
| Moscow  | 1                       | 0           | 0           | 74                       | 80          | 65          | 308                     | 314         | 299         |
| Post Falls  | 0                       | 2           | 1           | 100                      | 84          | 90          | 254                     | 254         | 268         |
| Rexburg   | 0                       | 0           | 0           | 78                       | 79          | 58          | 306                     | 302         | 277         |
| Twin Falls  | 3                       | 2           | 1           | 322                      | 313         | 312         | 911                     | 877         | 811         |
| <b>5,000 - 14,999</b>                               |                         |             |             |                          |             |             |                         |             |             |
| Ammon   | 0                       | 1           | 0           | 10                       | 17          | 20          | 49                      | 48          | 74          |
| Blackfoot   | 1                       | 1           | 2           | 62                       | 70          | 56          | 183                     | 207         | 199         |
| Burley  | 1                       | 1           | 0           | 95                       | 78          | 73          | 315                     | 309         | 250         |
| Chubbuck  | 0                       | 0           | 0           | 48                       | 38          | 43          | 139                     | 131         | 132         |
| Eagle   | 0                       | 0           | 0           | 49                       | 57          | 59          | 107                     | 125         | 164         |
| Emmett  | 0                       | 0           | 0           | 14                       | 17          | 25          | 46                      | 52          | 61          |
| Garden City   | 0                       | 0           | 2           | 78                       | 92          | 94          | 274                     | 268         | 307         |
| Hailey  | 0                       | 0           | 0           | 14                       | 11          | 9           | 77                      | 61          | 56          |
| Hayden  | 0                       | 0           | 0           | 56                       | 45          | 40          | 109                     | 115         | 90          |
| Jerome  | 0                       | 0           | 0           | 41                       | 35          | 41          | 121                     | 96          | 135         |
| Kuna  | 0                       | 0           | 0           | 7                        | 9           | 18          | 30                      | 32          | 40          |
| Mountain Home                                       | 0                       | 0           | 0           | 38                       | 27          | 39          | 111                     | 95          | 125         |
| Payette   | 0                       | 0           | 0           | 25                       | 24          | 17          | 78                      | 48          | 68          |
| Rupert  | 1                       | 0           | 0           | 16                       | 15          | 7           | 79                      | 65          | 35          |
| Sandpoint   | 0                       | 0           | 0           | 62                       | 45          | 36          | 190                     | 171         | 176         |
| Weiser  | 0                       | 0           | 0           | 5                        | 2           | 3           | 36                      | 16          | 14          |
| <b>2,000 - 4,999</b>                                |                         |             |             |                          |             |             |                         |             |             |
| American Falls                                      | 0                       | 0           | 0           | 11                       | 7           | 7           | 36                      | 45          | 41          |
| Bonnars Ferry                                       | 0                       | 0           | 1           | 15                       | 18          | 14          | 50                      | 41          | 42          |
| Buhl  | 0                       | 0           | 0           | 17                       | 7           | 10          | 52                      | 41          | 46          |
| Dalton Gardens                                      | 0                       | 0           | 0           | 6                        | 7           | 5           | 14                      | 25          | 19          |
| Fruitland   | 0                       | 1           | 1           | 13                       | 23          | 18          | 30                      | 54          | 42          |
| Gooding   | 0                       | 0           | 1           | 9                        | 10          | 5           | 28                      | 45          | 24          |
| Grangeville   | 0                       | 0           | 1           | 6                        | 6           | 14          | 22                      | 24          | 32          |
| Heyburn   | 0                       | 0           | 1           | 9                        | 14          | 2           | 23                      | 34          | 10          |
| Homedale  | 0                       | 1           | 0           | 9                        | 6           | 2           | 23                      | 10          | 15          |
| Kellogg   | 0                       | 0           | 0           | 6                        | 4           | 7           | 26                      | 38          | 25          |
| Ketchum   | 0                       | 0           | 1           | 16                       | 10          | 5           | 102                     | 74          | 55          |
| Kimberly  | 1                       | 0           | 0           | 4                        | 4           | 7           | 16                      | 13          | 17          |

| City by Population Size      | Fatal Collisions |      |      | Injury Collisions |      |      | Total Collisions |      |      |
|------------------------------|------------------|------|------|-------------------|------|------|------------------|------|------|
|                              | 1999             | 2000 | 2001 | 1999              | 2000 | 2001 | 1999             | 2000 | 2001 |
| <b>2,000 - 4,999 (Cont.)</b> |                  |      |      |                   |      |      |                  |      |      |
| Malad                        | 0                | 0    | 1    | 2                 | 8    | 4    | 23               | 24   | 22   |
| McCall                       | 0                | 0    | 0    | 6                 | 7    | 4    | 51               | 39   | 28   |
| Middleton                    | 0                | 0    | 0    | 7                 | 5    | 7    | 16               | 19   | 24   |
| Montpelier                   | 0                | 1    | 0    | 11                | 10   | 10   | 30               | 30   | 26   |
| Orofino                      | 0                | 0    | 1    | 15                | 5    | 7    | 39               | 28   | 46   |
| Preston                      | 2                | 0    | 0    | 21                | 13   | 17   | 66               | 60   | 55   |
| Rathdrum                     | 0                | 0    | 0    | 14                | 12   | 11   | 42               | 34   | 28   |
| Rigby                        | 0                | 0    | 0    | 21                | 14   | 17   | 48               | 49   | 66   |
| St. Anthony                  | 2                | 1    | 1    | 11                | 13   | 6    | 38               | 42   | 34   |
| St. Maries                   | 0                | 0    | 0    | 9                 | 8    | 4    | 40               | 44   | 28   |
| Salmon                       | 0                | 0    | 0    | 9                 | 20   | 12   | 19               | 43   | 29   |
| Shelley                      | 0                | 0    | 0    | 4                 | 7    | 8    | 16               | 18   | 30   |
| Soda Springs                 | 0                | 0    | 0    | 8                 | 6    | 6    | 27               | 40   | 27   |
| Wendell                      | 1                | 0    | 0    | 3                 | 2    | 6    | 19               | 21   | 26   |

Table 13 lists fatal and injury collision data and collision rates for the 44 counties in Idaho. Population figures are based on 2001 U. S. Census estimates for counties.

|                            | Population<br>(in 1,000s) | Number of Collisions |       |        | Number of Persons |         | Fatal and Injury<br>Collision Rate Per<br>1,000 Population |
|----------------------------|---------------------------|----------------------|-------|--------|-------------------|---------|--|
|                            |                           | Total                | Fatal | Injury | Killed            | Injured |  |
| <b>50,000 and over</b>     |                           |                      |       |        |                   |         |  |
| Ada                        | 312.3                     | 6,416                | 16    | 2,372  | 18                | 3,464   | 7.6  |
| Bannock                    | 75.3                      | 1,570                | 10    | 472    | 11                | 700     | 6.4  |
| Bonneville                 | 83.8                      | 2,056                | 16    | 653    | 19                | 988     | 8.0  |
| Canyon                     | 139.8                     | 2,732                | 15    | 1,002  | 16                | 1,477   | 7.3  |
| Kootenai                   | 112.3                     | 2,241                | 13    | 832    | 16                | 1,212   | 7.5  |
| Twin Falls                 | 64.7                      | 1,287                | 11    | 501    | 13                | 754     | 7.9  |
| <b>Mean Collision Rate</b> |                           |                      |       |        |                   |         | <b>7.5</b>   |
| <b>20,000 - 49,999</b>     |                           |                      |       |        |                   |         |  |
| Bingham                    | 42.3                      | 711                  | 8     | 248    | 9                 | 381     | 6.0  |
| Bonner                     | 37.5                      | 670                  | 6     | 213    | 6                 | 321     | 5.8  |
| Cassia                     | 21.6                      | 589                  | 9     | 186    | 10                | 292     | 9.0  |
| Elmore                     | 29.2                      | 484                  | 15    | 220    | 16                | 380     | 8.1  |
| Latah                      | 34.5                      | 569                  | 2     | 157    | 2                 | 234     | 4.6  |
| Madison                    | 27.3                      | 419                  | 1     | 103    | 1                 | 188     | 3.8  |
| Nez Perce                  | 37.1                      | 792                  | 5     | 278    | 5                 | 422     | 7.6  |
| Payette                    | 20.9                      | 316                  | 4     | 112    | 4                 | 179     | 5.6  |
| <b>Mean Collision Rate</b> |                           |                      |       |        |                   |         | <b>6.3</b>   |

**Table 13 (Continued)**  
**Fatal and Injury Collision Rates by County – 2001**

|                            | Population<br>(in 1,000s) | Number of Collisions |            |              | Number of Persons |               | Fatal and Injury<br>Collision Rate Per<br>1,000 Population |
|----------------------------|---------------------------|----------------------|------------|--------------|-------------------|---------------|--|
|                            |                           | Total                | Fatal      | Injury       | Killed            | Injured       |  |
| <b>10,000 - 19,999</b>     |                           |                      |            |              |                   |               |  |
| Blaine                     | 19.8                      | 243                  | 4          | 64           | 4                 | 101           | 3.4  |
| Franklin                   | 11.6                      | 220                  | 1          | 76           | 1                 | 134           | 6.6  |
| Fremont                    | 11.8                      | 232                  | 3          | 68           | 6                 | 124           | 6.0  |
| Gem                        | 15.5                      | 167                  | 3          | 66           | 5                 | 89            | 4.5  |
| Gooding                    | 14.2                      | 282                  | 9          | 100          | 11                | 166           | 7.7  |
| Idaho                      | 15.4                      | 291                  | 2          | 135          | 3                 | 211           | 8.9  |
| Jefferson                  | 19.6                      | 293                  | 4          | 91           | 4                 | 160           | 4.9  |
| Jerome                     | 18.4                      | 538                  | 3          | 199          | 3                 | 285           | 10.9   |
| Minidoka                   | 19.7                      | 330                  | 13         | 127          | 16                | 243           | 7.1  |
| Owyhee                     | 11.0                      | 124                  | 2          | 41           | 2                 | 61            | 3.9  |
| Shoshone                   | 13.4                      | 276                  | 4          | 99           | 4                 | 150           | 7.7  |
| <b>Mean Collision Rate</b> |                           |                      |            |              |                   |               | <b>6.5</b>   |
| <b>5,000 - 9,999</b>       |                           |                      |            |              |                   |               |  |
| Bear Lake                  | 6.3                       | 74                   | 3          | 32           | 3                 | 58            | 5.5  |
| Benewah                    | 9.0                       | 200                  | 3          | 58           | 3                 | 92            | 6.8  |
| Boise                      | 7.0                       | 204                  | 5          | 92           | 6                 | 143           | 13.8   |
| Boundary                   | 9.9                       | 182                  | 2          | 60           | 2                 | 98            | 6.2  |
| Caribou                    | 7.4                       | 114                  | 2          | 41           | 2                 | 67            | 5.8  |
| Clearwater                 | 8.5                       | 155                  | 2          | 48           | 2                 | 61            | 5.9  |
| Lemhi                      | 7.6                       | 90                   | 3          | 42           | 3                 | 61            | 5.9  |
| Power                      | 7.5                       | 176                  | 3          | 57           | 3                 | 94            | 8.0  |
| Teton                      | 6.4                       | 118                  | 2          | 56           | 2                 | 85            | 9.0  |
| Valley                     | 7.7                       | 197                  | 3          | 80           | 3                 | 133           | 10.8   |
| Washington                 | 10.0                      | 101                  | 4          | 36           | 4                 | 53            | 4.0  |
| <b>Mean Collision Rate</b> |                           |                      |            |              |                   |               | <b>7.3</b>   |
| <b>0 - 4,999</b>           |                           |                      |            |              |                   |               |  |
| Adams                      | 3.4                       | 69                   | 0          | 19           | 0                 | 28            | 5.5  |
| Butte                      | 2.9                       | 62                   | 2          | 19           | 3                 | 31            | 7.4  |
| Camas                      | 1.0                       | 22                   | 0          | 12           | 0                 | 21            | 12.0   |
| Clark                      | 1.0                       | 79                   | 1          | 20           | 1                 | 27            | 21.6   |
| Custer                     | 4.3                       | 81                   | 3          | 40           | 7                 | 60            | 10.0   |
| Lewis                      | 3.6                       | 98                   | 2          | 24           | 2                 | 42            | 7.2  |
| Lincoln                    | 4.1                       | 69                   | 3          | 22           | 3                 | 43            | 6.1  |
| Oneida                     | 4.2                       | 151                  | 3          | 58           | 5                 | 108           | 14.5   |
| <b>Mean Collision Rate</b> |                           |                      |            |              |                   |               | <b>9.3</b>   |
| <b>Statewide Totals</b>    | <b>1,321.0</b>            | <b>26,090</b>        | <b>225</b> | <b>9,231</b> | <b>259</b>        | <b>14,021</b> | <b>7.2</b>   |

Table 14 lists fatal and injury collision data and rates for Idaho cities with populations over 2,000. Population figures are from the 2000 U. S. Census for cities. Population estimates for 2001 were not available at the time of publication.

| <b>Table 14</b>  |                                   |                             |              |               |                          |                |   |
|--|-----------------------------------|-----------------------------|--------------|---------------|--------------------------|----------------|---|
| <b>Fatal and Injury Collision Rates by City – 2001</b> |                                   |                             |              |               |                          |                |   |
|  | <b>Population<br/>(in 1,000s)</b> | <b>Number of Collisions</b> |              |               | <b>Number of Persons</b> |                | <b>Fatal and Injury<br/>Collision Rate Per<br/>1,000 Population</b> |
|  |                                   | <b>Total</b>                | <b>Fatal</b> | <b>Injury</b> | <b>Killed</b>            | <b>Injured</b> |   |
| <b>40,000 and over</b>                                 |                                   |                             |              |               |                          |                |   |
| Boise  | 185.8                             | 4,348                       | 9            | 1,586         | 10                       | 2,301          | 8.6   |
| Idaho Falls  | 50.7                              | 1,403                       | 1            | 430           | 1                        | 632            | 8.5   |
| Nampa  | 51.9                              | 1,269                       | 1            | 460           | 1                        | 626            | 8.9   |
| Pocatello  | 51.5                              | 1,058                       | 4            | 281           | 4                        | 391            | 5.5   |
| <b>Mean Collision Rate</b>                             |                                   |                             |              |               |                          |                | <b>8.2</b>  |
| <b>15,000 - 39,999</b>                                 |                                   |                             |              |               |                          |                |   |
| Caldwell   | 26.0                              | 568                         | 2            | 185           | 2                        | 280            | 7.2   |
| Coeur d'Alene  | 34.5                              | 1,006                       | 4            | 379           | 4                        | 528            | 11.1  |
| Lewiston   | 30.9                              | 594                         | 2            | 195           | 2                        | 290            | 6.4   |
| Meridian   | 34.9                              | 742                         | 1            | 242           | 1                        | 361            | 7.0   |
| Moscow   | 21.3                              | 299                         | 0            | 65            | 0                        | 98             | 3.1   |
| Post Falls   | 17.2                              | 268                         | 1            | 90            | 1                        | 128            | 5.3   |
| Rexburg  | 17.3                              | 277                         | 0            | 58            | 0                        | 84             | 3.4   |
| Twin Falls   | 34.5                              | 811                         | 1            | 312           | 1                        | 464            | 9.1   |
| <b>Mean Collision Rate</b>                             |                                   |                             |              |               |                          |                | <b>7.1</b>  |
| <b>5,000 - 14,999</b>                                  |                                   |                             |              |               |                          |                |   |
| Ammon  | 6.2                               | 74                          | 0            | 20            | 0                        | 26             | 3.2   |
| Blackfoot  | 10.4                              | 199                         | 2            | 56            | 2                        | 81             | 5.6   |
| Burley   | 9.3                               | 250                         | 0            | 73            | 0                        | 114            | 7.8   |
| Chubbuck   | 9.7                               | 132                         | 0            | 43            | 0                        | 64             | 4.4   |
| Eagle  | 11.1                              | 164                         | 0            | 59            | 0                        | 92             | 5.3   |
| Emmett   | 5.5                               | 61                          | 0            | 25            | 0                        | 29             | 4.6   |
| Garden City  | 10.6                              | 307                         | 2            | 94            | 2                        | 129            | 9.0   |
| Hailey   | 6.2                               | 56                          | 0            | 9             | 0                        | 15             | 1.5   |
| Hayden   | 9.2                               | 90                          | 0            | 40            | 0                        | 53             | 4.4   |
| Jerome   | 7.8                               | 135                         | 0            | 41            | 0                        | 65             | 5.3   |
| Kuna   | 5.4                               | 40                          | 0            | 18            | 0                        | 20             | 3.3   |
| Mountain Home  | 11.1                              | 125                         | 0            | 39            | 0                        | 55             | 3.5   |
| Payette  | 7.1                               | 68                          | 0            | 17            | 0                        | 21             | 2.4   |
| Rupert   | 5.6                               | 35                          | 0            | 7             | 0                        | 8              | 1.2   |
| Sandpoint  | 6.8                               | 176                         | 0            | 36            | 0                        | 51             | 5.3   |
| Weiser   | 5.3                               | 14                          | 0            | 3             | 0                        | 4              | 0.6   |
| <b>Mean Collision Rate</b>                             |                                   |                             |              |               |                          |                | <b>4.6</b>  |

**Table 14 (Continued)**  
**Fatal and Injury Collision Rate by City - 2001**

|                            | <b>Population<br/>(in 1,000s)</b> | <b>Number of Collisions</b> |              |               | <b>Number of Persons</b> |                | <b>Fatal and Injury<br/>Collision Rate Per<br/>1,000 Population</b> |
|----------------------------|-----------------------------------|-----------------------------|--------------|---------------|--------------------------|----------------|---|
|                            |                                   | <b>Total</b>                | <b>Fatal</b> | <b>Injury</b> | <b>Killed</b>            | <b>Injured</b> |   |
| <b>2,000 - 4,999</b>       |                                   |                             |              |               |                          |                |   |
| American Falls             | 4.1                               | 41                          | 0            | 7             | 0                        | 8              | 1.7   |
| Bonnors Ferry              | 2.5                               | 42                          | 1            | 14            | 1                        | 22             | 6.0   |
| Buhl                       | 4.0                               | 46                          | 0            | 10            | 0                        | 12             | 2.5   |
| Dalton Gardens             | 2.3                               | 19                          | 0            | 5             | 0                        | 5              | 2.2   |
| Fruitland                  | 3.8                               | 42                          | 1            | 18            | 1                        | 30             | 5.0   |
| Gooding                    | 3.4                               | 24                          | 1            | 5             | 1                        | 6              | 1.8   |
| Grangeville                | 3.2                               | 32                          | 1            | 14            | 2                        | 24             | 4.6   |
| Heyburn                    | 2.9                               | 10                          | 1            | 2             | 1                        | 2              | 1.0   |
| Homedale                   | 2.5                               | 15                          | 0            | 2             | 0                        | 2              | 0.8   |
| Kellogg                    | 2.4                               | 25                          | 0            | 7             | 0                        | 7              | 2.9   |
| Ketchum                    | 3.0                               | 55                          | 1            | 5             | 1                        | 8              | 2.0   |
| Kimberly                   | 2.6                               | 17                          | 0            | 7             | 0                        | 7              | 2.7   |
| Malad                      | 2.2                               | 22                          | 1            | 4             | 1                        | 5              | 2.3   |
| McCall                     | 2.1                               | 28                          | 0            | 4             | 0                        | 6              | 1.9   |
| Middleton                  | 3.0                               | 24                          | 0            | 7             | 0                        | 8              | 2.4   |
| Montpelier                 | 2.8                               | 26                          | 0            | 10            | 0                        | 19             | 3.6   |
| Orofino                    | 3.2                               | 46                          | 1            | 7             | 1                        | 8              | 2.5   |
| Preston                    | 4.7                               | 55                          | 0            | 17            | 0                        | 26             | 3.6   |
| Rathdrum                   | 4.8                               | 28                          | 0            | 11            | 0                        | 19             | 2.3   |
| Rigby                      | 3.0                               | 66                          | 0            | 17            | 0                        | 32             | 5.7   |
| St. Anthony                | 3.3                               | 34                          | 1            | 6             | 1                        | 7              | 2.1   |
| St. Maries                 | 2.7                               | 28                          | 0            | 4             | 0                        | 8              | 1.5   |
| Salmon                     | 3.1                               | 29                          | 0            | 12            | 0                        | 16             | 3.8   |
| Shelley                    | 3.8                               | 30                          | 0            | 8             | 0                        | 17             | 2.1   |
| Soda Springs               | 3.4                               | 27                          | 0            | 6             | 0                        | 7              | 1.8   |
| Wendell                    | 2.3                               | 26                          | 0            | 6             | 0                        | 8              | 2.6   |
| <b>Mean Collision Rate</b> |                                   |                             |              |               |                          |                | <b>2.8</b>  |

## Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a large increase in the number and proportion of drivers over the age of 35.

| Age          | 1990             | 2000             | 2001             | Change<br>1990-2001 | Change<br>2000-2001 |
|--------------|------------------|------------------|------------------|---------------------|---------------------|
| 15*<br>(%)   | 3,478<br>0.5%    | 9,406<br>1.1%    | 4,290<br>0.5%    | 23.3%               | -54.4%              |
| 16-24<br>(%) | 123,114<br>17.4% | 156,485<br>17.5% | 152,760<br>17.0% | 24.1%               | -2.4%               |
| 25-34<br>(%) | 151,625<br>21.4% | 154,133<br>17.3% | 156,160<br>17.3% | 3.0%                | 1.3%                |
| 35-44<br>(%) | 153,976<br>21.8% | 178,401<br>20.0% | 177,067<br>19.7% | 15.0%               | -0.7%               |
| 45-54<br>(%) | 100,258<br>14.2% | 167,821<br>18.8% | 173,804<br>19.3% | 73.4%               | 3.6%                |
| 55-64<br>(%) | 76,255<br>10.8%  | 106,190<br>11.9% | 112,441<br>12.5% | 47.5%               | 5.9%                |
| 65+<br>(%)   | 98,967<br>14.0%  | 120,516<br>13.5% | 124,434<br>13.8% | 25.7%               | 3.3%                |
| TOTALS       | 707,673          | 892,952          | 900,956          | 27.3%               | 0.9%                |

*\*On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.  
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 4 months after completing a driver's training course; during the 4 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night; all occupants of the vehicle must be properly restrained; and if the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 4 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age.

## Driver Age and Collision Involvement

Table 16 gives data for driver age as a factor in collisions for 2001. Drivers under age 19 were two and a half times as likely as all drivers to be involved in fatal or injury traffic collisions. This age group comprised 7.7% of all licensed drivers and accounted for 17.5% of drivers in all collisions and 17.4% of drivers in fatal and injury collisions.

| Age                 | Licensed Drivers |       | Drivers in All Collisions |       |              | Drivers in Fatal and Injury Collisions |       |              |
|---------------------|------------------|-------|---------------------------|-------|--------------|--|-------|--------------|
|                     | Number           | %     | Number                    | %     | Involvement* | Number                                 | %     | Involvement* |
| 15                  | 4,290            | 0.5%  | 256                       | 0.6%  | 1.2          | 82                                     | 0.5%  | 1.1          |
| 16                  | 12,577           | 1.4%  | 1,378                     | 3.1%  | 2.2          | 493                                    | 3.0%  | 2.2          |
| 17                  | 16,642           | 1.8%  | 1,998                     | 4.5%  | 2.5          | 749                                    | 4.6%  | 2.5          |
| 18                  | 18,002           | 2.0%  | 2,107                     | 4.8%  | 2.4          | 749                                    | 4.6%  | 2.3          |
| 19                  | 18,301           | 2.0%  | 1,969                     | 4.5%  | 2.2          | 742                                    | 4.6%  | 2.3          |
| 20                  | 17,432           | 1.9%  | 1,635                     | 3.7%  | 1.9          | 603                                    | 3.7%  | 1.9          |
| 21                  | 17,884           | 2.0%  | 1,460                     | 3.3%  | 1.7          | 578                                    | 3.6%  | 1.8          |
| 22                  | 18,403           | 2.0%  | 1,492                     | 3.4%  | 1.7          | 555                                    | 3.4%  | 1.7          |
| 23                  | 17,075           | 1.9%  | 1,210                     | 2.8%  | 1.5          | 456                                    | 2.8%  | 1.5          |
| 24                  | 16,444           | 1.8%  | 1,090                     | 2.5%  | 1.4          | 382                                    | 2.4%  | 1.3          |
| 25-34               | 156,160          | 17.3% | 8,218                     | 18.7% | 1.1          | 3,158                                  | 19.5% | 1.1          |
| 35-44               | 177,067          | 19.7% | 7,387                     | 16.8% | 0.9          | 2,757                                  | 17.0% | 0.9          |
| 45-54               | 173,804          | 19.3% | 5,812                     | 13.2% | 0.7          | 2,147                                  | 13.2% | 0.7          |
| 55-64               | 112,441          | 12.5% | 3,370                     | 7.7%  | 0.6          | 1,246                                  | 7.7%  | 0.6          |
| 65-74               | 73,189           | 8.1%  | 1,857                     | 4.2%  | 0.5          | 666                                    | 4.1%  | 0.5          |
| 75+                 | 51,245           | 5.7%  | 1,607                     | 3.7%  | 0.6          | 580                                    | 3.6%  | 0.6          |
| Not Stated or Other |                  |       | 1,127                     | 2.6%  |              | 276                                    | 1.7%  |              |
| <b>TOTALS</b>       | <b>900,956</b>   |       | <b>43,973</b>             |       |              | <b>16,219</b>                          |       |              |

*\* Involvement is calculated by dividing the percent of collisions by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

In 2001, both the number of collisions involving 15 year old drivers and the number of 15 year old licensed drivers decreased by 54% from 2000 numbers. The number of 16 year old drivers in collisions decreased by 13%, while the number of 16 year old licensed drivers decreased by 19% from 2000 numbers. These decreases are due to the graduated driver's license law (Idaho Code 49-307 section 5) that strengthened requirements necessary to obtain a driver's license for new drivers under 17 years of age.

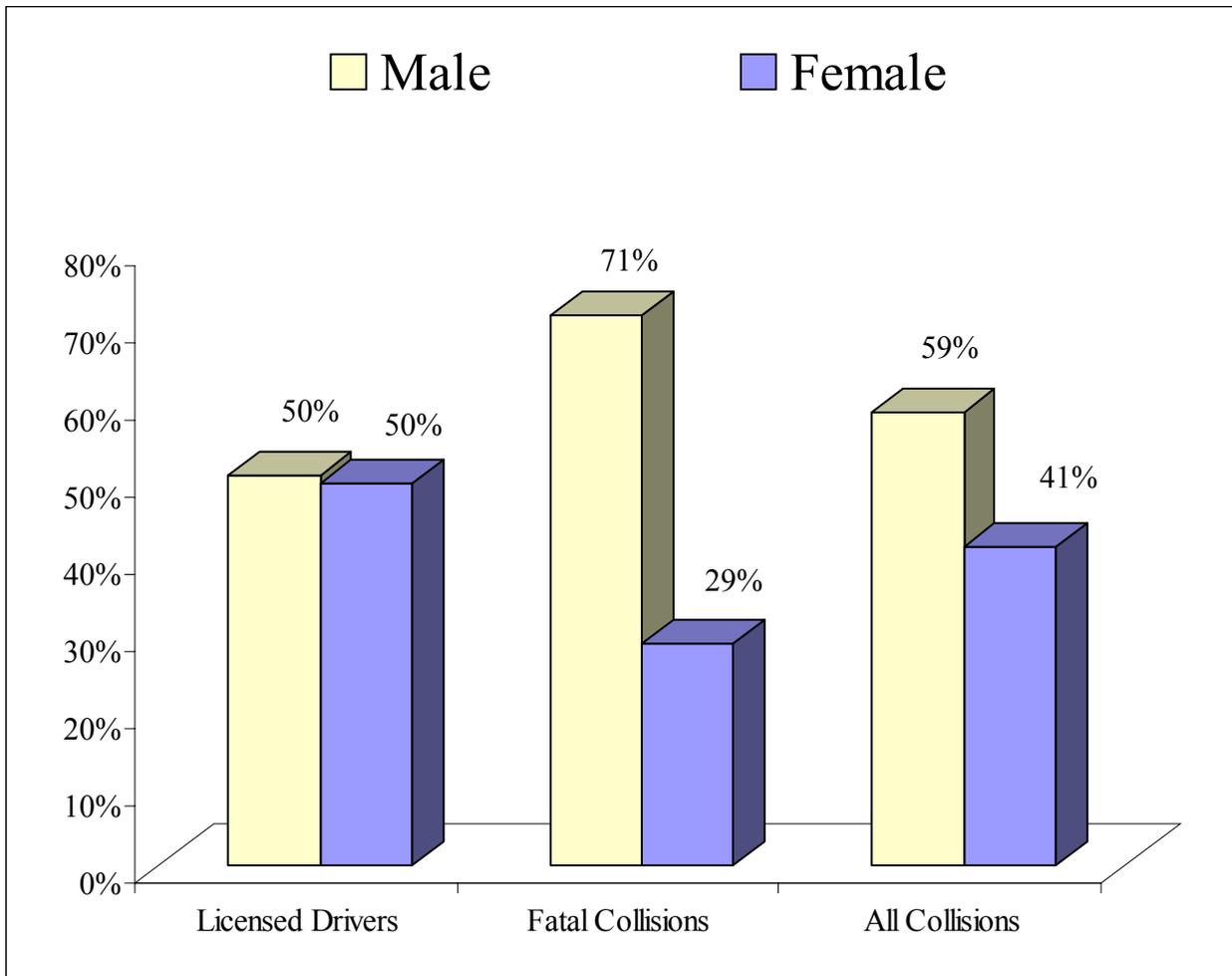
Drivers, ages 20-34, were also over-represented in traffic collisions. This age group comprised 27% of all licensed drivers, yet accounted for 34.4% of all collision-involved drivers and 35.3% of drivers in fatal and injury collisions.

Drivers, ages 35 and older, were under-represented in traffic collisions. This age group comprised 65.2% of all licensed drivers, yet accounted for only 45.6% of all collision-involved drivers and 45.6% of drivers in fatal and injury collisions.

## Driver Gender Information

Figure 9 shows the distribution of female and male licensed drivers, involvement in all collisions, and involvement in fatal collisions. Males comprise just over 50% of the licensed drivers, but accounted for 59% of the drivers in all collisions and 71% of the drivers in fatal collisions.

Figure 9  
Comparison by Gender for Driver Licensure, and Collision Involvement: 2001



In 2001, males were 1.4 times more likely than females to be involved in any collision and 2.4 times more likely than females to be involved in a fatal collision.

## Collision Involvement by Driver Age and Gender

Figures 10 and 11 show driver involvement by age and gender in all collisions and in fatal and injury collisions. Figure 11 corresponds with the involvement numbers in table 16 and shows how the involvement numbers breakdown by gender. For example, 18 year-old male drivers were involved in 2.6 times as many fatal and injury collisions as expected, while female 18 year-old drivers were involved in 2.0 times as many fatal and injury collisions as expected.

Figure 10  
Involvement by Driver Age and Gender in All Collisions: 2001

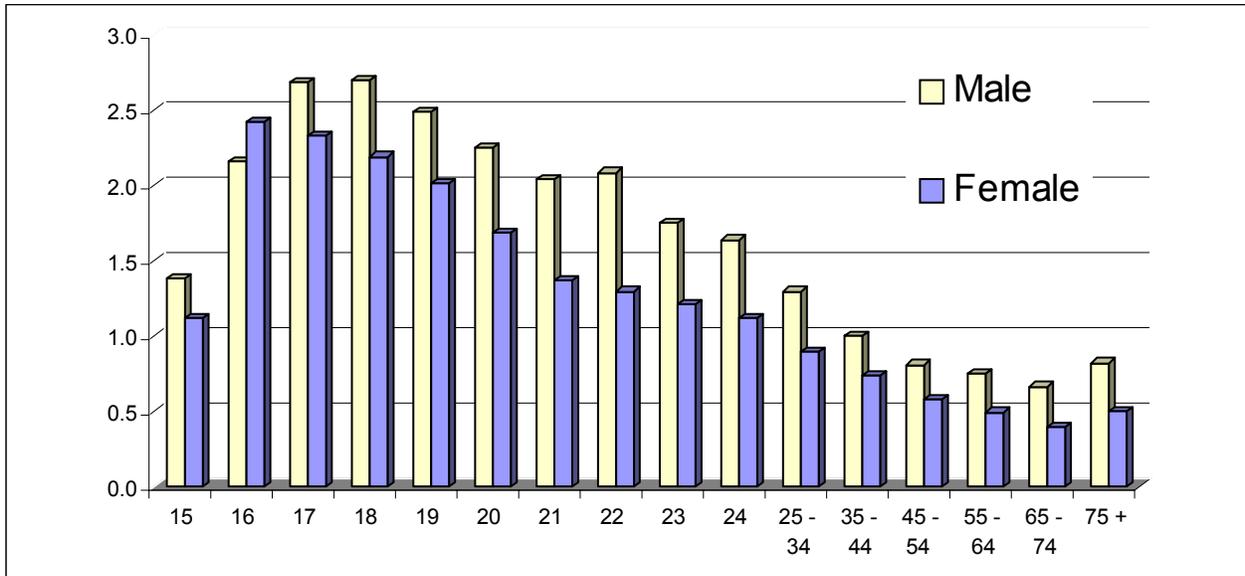
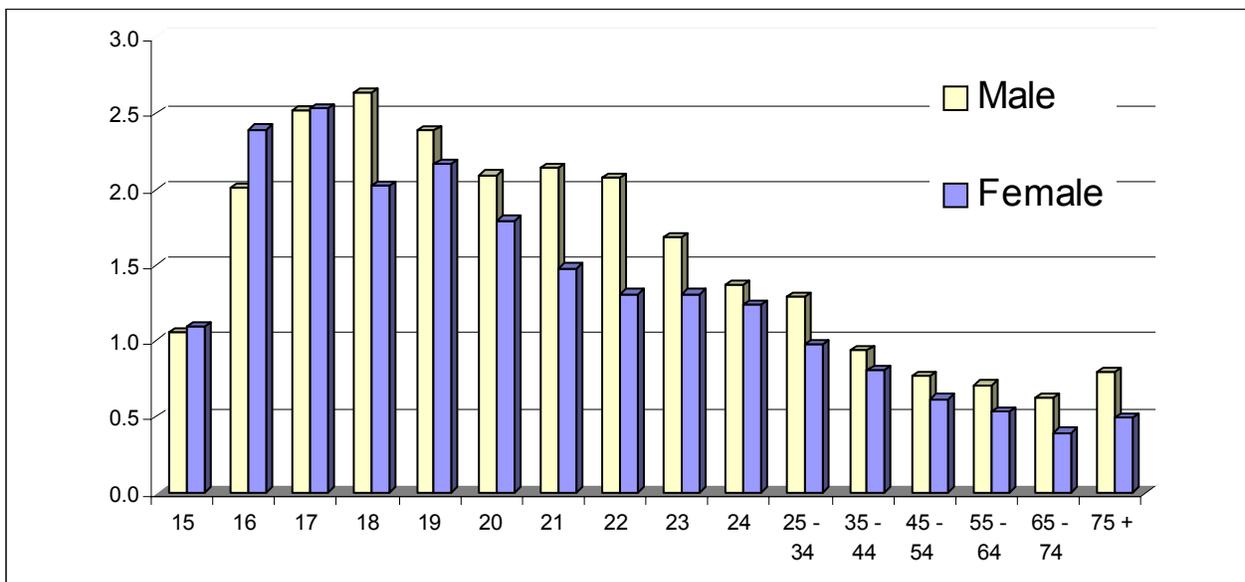


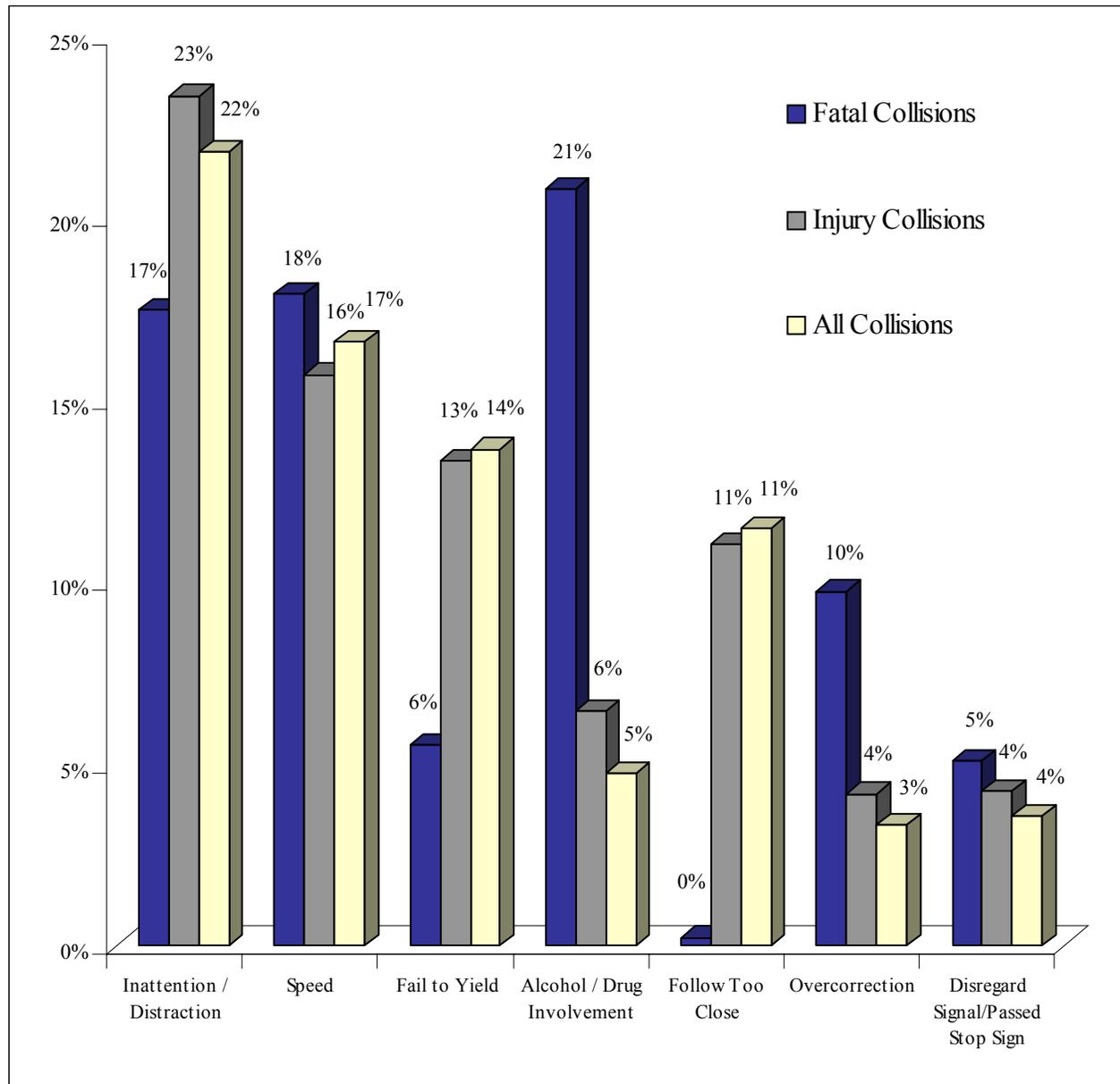
Figure 11  
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2001



## Contributing Circumstances in Collisions

Figure 12 portrays the top seven most prevalent contributing circumstances recorded for fatal collisions, injury collisions, and all collisions. For every vehicle involved in a collision, the investigating officer may indicate up to three circumstances contributing to the cause of the collision.

Figure 12  
**Top Seven Primary Contributing Circumstances Cited for Traffic Collisions in 2001**



## Traffic Violations and Driver's License Suspensions

The top ten violations for 2001, the number and percent of the total are presented in Table 17. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

| Violation Type                                    | Number         | % of Total |
|---|----------------|------------|
| 1. Basic Rule / Speeding Violations               | 76,501         | 44.9%      |
| 2. Safety Restraint Violations                    | 31,433         | 18.4%      |
| 3. Failure to Stop at Traffic Control Devices     | 11,515         | 6.8%       |
| 4. Insurance Violations                           | 11,397         | 6.7%       |
| 5. Driving Under the Influence                    | 7,697          | 4.5%       |
| 6. Driving Without Privileges - Suspended License | 5,166          | 3.0%       |
| 7. Following Too Close                            | 4,136          | 2.4%       |
| 8. Inattentive/ Reckless Driving                  | 4,187          | 2.5%       |
| 9. Failure to Yield Right of Way                  | 2,848          | 1.7%       |
| 10. Child Safety Seat Violations                  | 2,267          | 1.3%       |
| All Other   | 13,306         | 7.8%       |
| <b>TOTAL</b>                                      | <b>170,453</b> |            |

Safety restraint violations are considered secondary violations and are not captured as part of the driving record. Data is obtained directly from the judicial system. The remaining violations are primary violations and data is obtained from driving records.

Seat belt citations increased by 31% over 2000 totals. This increase was due to continued statewide special enforcement efforts to encourage seat belt use.

Table 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 61% of all violations for 2001. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

| <b>Age</b> | <b>Basic Rule/Speed</b> | <b>Fail to Stop at Stop<br/>Sign and Signals</b> | <b>DUI<br/>Idaho Residents</b> | <b>Inattentive</b> | <b>Following<br/>Too Close</b> |
|------------|-------------------------|--|--------------------------------|--------------------|--------------------------------|
| 15         | 12.0                    | 3.1  | 0.3                            | 1.5                | 1.7                            |
| 16-19      | 22.4                    | 3.8  | 0.9                            | 1.7                | 1.6                            |
| 20-24      | 15.5                    | 2.2  | 1.7                            | 1.0                | 0.9                            |
| 25-34      | 10.0                    | 1.4  | 1.3                            | 0.5                | 0.5                            |
| 35-44      | 7.5                     | 1.0  | 1.1                            | 0.4                | 0.3                            |
| 45-54      | 5.5                     | 0.8  | 0.6                            | 0.2                | 0.2                            |
| 55-64      | 3.8                     | 0.6  | 0.3                            | 0.1                | 0.2                            |
| 65-74      | 2.2                     | 0.5  | 0.1                            | 0.1                | 0.1                            |
| 75+        | 1.4                     | 0.6  | 0.0                            | 0.1                | 0.2                            |
| Mean       | 8.2                     | 1.2  | 0.8                            | 0.4                | 0.4                            |

Younger drivers, especially those 16 to 19 years old, had violation rates well above the mean in areas consistently shown to be major contributing factors in collisions, i.e., speeding, inattention, following too close, and disregarding stop signs and signals. Teenage drivers however, had a lower rate than the mean for DUI violations. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services section of the Division of Motor Vehicles, within the Idaho Transportation Department and comes directly from driver's license records.

Table 19 presents drivers license suspensions in Idaho for 2001. The table also reviews how frequently restricted driving privileges are granted when a driver's license has been suspended.

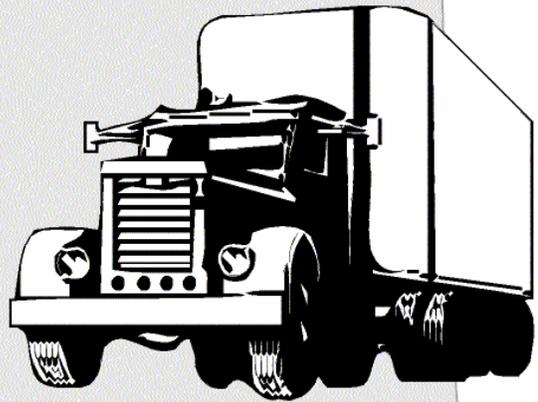
| <b>Table 19</b>  |                    |                             |  |                               |
|--|--------------------|-----------------------------|--|-------------------------------|
| <b>Driver's License Suspensions by Violation Type: 2001</b>  |                    |                             |  |                               |
| <b>Violation</b>   | <b>Suspensions</b> |                             | <b>Restricted Driving Privileges Granted</b> |                               |
|  | <b>Number</b>      | <b>% of All Suspensions</b> | <b>Number</b>                                | <b>% Receiving Privileges</b> |
| Failure to Pay Fine  | 18,636             | 30.0%                       | 15   | 0.1%                          |
| Failure to Maintain Insurance  | 15,608             | 25.2%                       | 7  | 0.0%                          |
| Driving Under the Influence  | 6,850              | 11.0%                       | 809  | 11.8%                         |
| Administrative License Suspension (ALS)*   | 6,252              | 10.1%                       | 739  | 11.8%                         |
| Driving Without Privileges   | 5,255              | 8.5%                        | 167  | 3.2%                          |
| Underage Consumption or Possession of Alcohol or Tobacco   | 3,574              | 5.8%                        | 319  | 8.9%                          |
| Refused Evidentiary BAC Test   | 1,673              | 2.7%                        | 3  | 0.2%                          |
| Family Responsibility Law  | 890                | 1.4%                        | 1  | 0.1%                          |
| Reckless Driving   | 610                | 1.0%                        | 45   | 7.4%                          |
| Points   | 555                | 0.9%                        | 87   | 15.7%                         |
| Failure to Attend School   | 367                | 0.6%                        | 0  | 0.0%                          |
| All Others   | 1,757              | 2.8%                        | 176  | 10.0%                         |
| <b>TOTALS</b>  | <b>62,027</b>      | <b>100.0%</b>               | <b>2,368</b>                                 | <b>3.8%</b>                   |
| <p><i>*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.</i></p> |                    |                             |  |                               |

The two largest categories of suspensions are failure to pay a traffic fine and failure to maintain insurance. These two suspensions account for 55% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions. Of the 62,027 license suspensions, 4% received some type of restricted driving privilege.

The ITD Economics and Research Section provide this information concerning driver's license suspensions.

# SECTION II

## Idaho Focus Areas



## Impaired Driving

Table 20 gives details for impaired driving collisions from 1998 through 2001. The numbers of fatalities and injuries are also given, as one collision may result in multiple injuries or fatalities. An impaired driving collision is identified by information provided on the collision report. A law enforcement officer determines whether the driver was alcohol or drug impaired or whether alcohol or drugs contributed to the collision, regardless of whether a Blood Alcohol Content (BAC) test was given or not. Collisions where a sober driver collided with an impaired pedestrian or bicyclist are also included.

| <b>Table 20</b>   |             |             |             |             |                             |                                  |
|---|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| <b>Impaired Driving Collisions: 1998-2001</b>   |             |             |             |             |                             |                                  |
|   | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
| Impaired Driving Collisions   | 1,784       | 1,676       | 1,790       | 1,655       | -7.5%                       | 0.4%                             |
| Fatalities  | 94          | 86          | 97          | 94          | -3.1%                       | 2.1%                             |
| Serious Injuries  | 355         | 320         | 350         | 312         | -10.9%                      | -0.2%                            |
| Visible Injuries  | 737         | 695         | 731         | 663         | -9.3%                       | -0.3%                            |
| Possible Injuries   | 535         | 458         | 507         | 440         | -13.2%                      | -1.8%                            |
| Impaired Driving Collisions as a<br>% of All Collisions   | 7.4%        | 6.7%        | 6.8%        | 6.3%        | -7.0%                       | -3.9%                            |
| Impaired Driving Fatalities as a<br>% of All Fatalities   | 35.5%       | 30.9%       | 35.1%       | 36.3%       | 3.3%                        | 0.4%                             |
| Impaired Driving Injuries as a<br>% of All Injuries   | 11.7%       | 10.5%       | 11.1%       | 10.1%       | -9.3%                       | -2.1%                            |
| All Fatal and Injury Collisions   | 9,322       | 9,501       | 9,633       | 9,456       | -1.8%                       | 1.7%                             |
| Impaired Fatal/Injury Collisions  | 1,072       | 987         | 1,050       | 964         | -8.2%                       | -0.8%                            |
| % Impaired Driving  | 11.5%       | 10.4%       | 10.9%       | 10.2%       | -6.5%                       | -2.4%                            |
| Impaired Driving Fatality and Serious<br>Injury Rate per 100 Million Vehicle<br>Miles Of Travel | 3.29        | 2.83        | 3.26        | 2.84        | -12.8%                      | 0.5%                             |
| Annual DUI Arrests by Agency*   |             |             |             |             |                             |                                  |
| Idaho State Police  | 1,934       | 1,835       | 1,764       | 1,640       | -7.0%                       | -4.5%                            |
| Local Agencies  | 8,947       | 9,001       | 8,404       | 8,257       | -1.7%                       | -3.0%                            |
| Total Arrests   | 10,881      | 10,836      | 10,168      | 9,897       | -2.7%                       | -3.3%                            |
| DUI Enforcement Rate**  | 1.25        | 1.23        | 1.14        | 1.10        | -3.5%                       | -4.5%                            |

\*Source: Idaho State Police, Bureau of Criminal Identification

\*\*DUI Arrests per 100 Licensed Drivers per Year.

Table 20 also compares impaired driving fatal and injury collisions to all fatal and injury collisions. In 2001, just over 10% of all fatal and injury collisions involved an impaired driver, and just over 36% of all fatalities were the result of an impaired driving collision.

In the early 1980s, impaired driving fatal and injury collisions represented over 20% of the fatal and injury collisions in Idaho, compared to 10% in 2001. Factors influencing the reduction include selective traffic enforcement programs, stiffer penalties for DUI violations, increased publicity about and concern over the impaired driving problem, and increasing the legal drinking age to 21.

Table 20 also presents a four-year summary of annual DUI arrests by Idaho State Police (ISP) and local agencies. Local agency DUI arrests were down in 2001 by 2% from the prior year, while ISP DUI arrests went down by 7%. Overall, DUI arrests went down by nearly 3% from 2000 levels.

### Economic Costs of Impaired Driving Collisions

Table 21 contains the estimated economic costs for impaired driving-related motor vehicle collisions in 2001. The estimated cost of Idaho impaired driving collisions in 2001 was \$388.9 million dollars. This estimate represents 25% of the total cost of Idaho collisions (as shown in Table 4).

| Incident Description                   | Total Occurrences | Cost Per Occurrence | Cost Per Category    |
|--|-------------------|---------------------|----------------------|
| Fatalities                             | 94                | \$3,026,107         | \$284,454,045        |
| Serious Injuries                       | 312               | \$209,500           | \$65,363,908         |
| Visible Injuries                       | 663               | \$41,900            | \$27,779,661         |
| Possible Injuries                      | 440               | \$22,114            | \$9,730,097          |
| Property Damage Only                   | 691               | \$2,328             | \$1,608,492          |
| <b>Total Estimate of Economic Cost</b> |                   |                     | <b>\$388,936,204</b> |

### Victims of Fatal Collisions Involving Impaired Drivers

Table 22 shows a breakout of impaired driving fatalities. Of the 94 people killed in impaired driving collisions, 80 (or 85%) were impaired drivers, impaired pedestrians or passengers of a motor vehicle riding with an impaired driver.

| Impaired Status* | Passenger Vehicles |           |         | Motorcycles |           | Pedestrians | ATV/Snowmobile |
|------------------|--------------------|-----------|---------|-------------|-----------|-------------|----------------|
|                  | Driver             | Passenger | Unknown | Driver      | Passenger |             |                |
| Impaired         | 45                 | 17        | 5       | 6           | 1         | 4           | 2              |
| Not Impaired     | 7                  | 4         | 0       | 1           | 0         | 2           | 0              |

## Impaired Driving by Age

Table 23 shows the number and percent of DUI arrests, impaired drivers in collisions and number of licensed drivers by age. Drivers, ages 18 to 39, are over-represented in collisions when the percentage of licensed drivers is compared to the percentage of impaired drivers in collisions. The most over-represented age groups are 21 to 24 year-old drivers. Drivers in these age groups were involved in 2.4 times as many impaired driving fatal and injury collisions as would be expected.

| Age                | Licensed Drivers |         | DUI Arrests  |         | Impaired Drivers in Collisions |         |
|--------------------|------------------|---------|--------------|---------|--------------------------------|---------|
|                    | Number           | Percent | Number       | Percent | Number                         | Percent |
| 0 to 15            | 4,290            | 0.5%    | 37           | 0.4%    | 7                              | 0.4%    |
| 16                 | 12,577           | 1.4%    | 85           | 0.9%    | 13                             | 0.8%    |
| 17                 | 16,642           | 1.8%    | 165          | 1.7%    | 25                             | 1.5%    |
| 18                 | 18,002           | 2.0%    |              |         | 42                             | 2.5%    |
| 19                 | 18,301           | 2.0%    | 622*         | 6.8%    | 68                             | 4.1%    |
| 20                 | 17,432           | 1.9%    |              |         | 69                             | 4.2%    |
| 21                 | 17,884           | 2.0%    |              |         | 78                             | 4.7%    |
| 22                 | 18,403           | 2.0%    |              |         | 85                             | 5.2%    |
| 23                 | 17,075           | 1.9%    |              |         | 74                             | 4.5%    |
| 24                 | 16,444           | 1.8%    | 1,938**      | 19.4%   | 71                             | 4.3%    |
| 25-29              | 76,888           | 8.5%    | 1,413        | 14.3%   | 251                            | 15.2%   |
| 30-34              | 79,272           | 8.8%    | 1,216        | 12.3%   | 186                            | 11.3%   |
| 35-39              | 83,443           | 9.3%    | 1,328        | 13.4%   | 190                            | 11.5%   |
| 40-44              | 93,624           | 10.4%   | 1,213        | 12.3%   | 187                            | 11.3%   |
| 45-49              | 92,054           | 10.2%   | 846          | 8.5%    | 111                            | 6.7%    |
| 50-54              | 81,750           | 9.1%    | 512          | 5.2%    | 68                             | 4.1%    |
| 55-59              | 63,352           | 7.0%    | 244          | 2.5%    | 52                             | 3.2%    |
| 60+                | 173,523          | 19.3%   | 273          | 2.8%    | 57                             | 3.5%    |
| Missing or Unknown |                  |         | 5            | 0.1%    | 16                             | 1.0%    |
| <b>TOTALS</b>      | <b>900,956</b>   |         | <b>9,897</b> |         | <b>1,650</b>                   |         |

\* 18-19 year old drivers combined

\*\* 20-24 year old drivers combined

## Impaired Driving by Counties and Cities

Table 24 presents information on impaired driving collisions for Idaho counties. Population numbers are based on 2001 U.S. Census estimates for counties.

| <b>Table 24</b>                                    |                                   |                             |              |               |                          |                |  |
|--|-----------------------------------|-----------------------------|--------------|---------------|--------------------------|----------------|--|
| <b>Impaired Driving Collisions by County: 2001</b> |                                   |                             |              |               |                          |                |  |
|  | <b>Population<br/>(in 1,000s)</b> | <b>Number of Collisions</b> |              |               | <b>Number of Persons</b> |                | <b>Impaired Driving<br/>Fatal and Injury<br/>Collision Rate Per<br/>1,000 Population</b> |
|  |                                   | <b>Total</b>                | <b>Fatal</b> | <b>Injury</b> | <b>Killed</b>            | <b>Injured</b> |  |
| <b>50,000 and over</b>                             |                                   |                             |              |               |                          |                |  |
| Ada  | 312.3                             | 397                         | 9            | 203           | 9                        | 312            | 0.7  |
| Bannock  | 75.3                              | 87                          | 4            | 41            | 4                        | 69             | 0.6  |
| Bonneville   | 83.8                              | 97                          | 7            | 52            | 8                        | 85             | 0.7  |
| Canyon   | 139.8                             | 182                         | 9            | 88            | 10                       | 141            | 0.7  |
| Kootenai   | 112.3                             | 158                         | 7            | 90            | 10                       | 147            | 0.9  |
| Twin Falls   | 64.7                              | 87                          | 5            | 56            | 6                        | 80             | 0.9  |
| <b>Mean Collision Rate</b>                         |                                   |                             |              |               |                          |                | <b>0.7</b>   |
| <b>20,000 - 49,999</b>                             |                                   |                             |              |               |                          |                |  |
| Bingham  | 42.3                              | 41                          | 2            | 21            | 2                        | 27             | 0.5  |
| Bonner   | 37.5                              | 65                          | 3            | 39            | 3                        | 60             | 1.1  |
| Cassia   | 21.6                              | 22                          | 1            | 8             | 2                        | 14             | 0.4  |
| Elmore   | 29.2                              | 26                          | 2            | 16            | 2                        | 26             | 0.6  |
| Latah  | 34.5                              | 26                          | 0            | 14            | 0                        | 25             | 0.4  |
| Madison  | 27.3                              | 7                           | 0            | 3             | 0                        | 5              | 0.1  |
| Nez Perce  | 37.1                              | 54                          | 3            | 24            | 3                        | 47             | 0.7  |
| Payette  | 20.9                              | 27                          | 2            | 8             | 2                        | 24             | 0.5  |
| <b>Mean Collision Rate</b>                         |                                   |                             |              |               |                          |                | <b>0.6</b>   |
| <b>10,000 - 19,999</b>                             |                                   |                             |              |               |                          |                |  |
| Blaine   | 19.8                              | 15                          | 0            | 6             | 0                        | 7              | 0.3  |
| Franklin   | 11.6                              | 13                          | 1            | 7             | 1                        | 13             | 0.7  |
| Fremont  | 11.8                              | 15                          | 2            | 9             | 5                        | 16             | 0.9  |
| Gem  | 15.5                              | 14                          | 0            | 8             | 0                        | 10             | 0.5  |
| Gooding  | 14.2                              | 26                          | 4            | 14            | 4                        | 31             | 1.3  |
| Idaho  | 15.4                              | 19                          | 0            | 11            | 0                        | 14             | 0.7  |
| Jefferson  | 19.6                              | 14                          | 2            | 6             | 2                        | 16             | 0.4  |
| Jerome   | 18.4                              | 33                          | 3            | 16            | 3                        | 25             | 1.0  |
| Minidoka   | 19.7                              | 31                          | 1            | 17            | 1                        | 32             | 0.9  |
| Owyhee   | 11.0                              | 18                          | 1            | 10            | 1                        | 13             | 1.0  |
| Shoshone   | 13.4                              | 28                          | 1            | 18            | 1                        | 22             | 1.4  |
| <b>Mean Collision Rate</b>                         |                                   |                             |              |               |                          |                | <b>0.8</b>   |

**Table 24 (Continued)**  
**Impaired Driving Collisions by County: 2001**

|                            | <b>Population<br/>(in 1,000s)</b> | <b>Number of Collisions</b> |              |               | <b>Number of Persons</b> |                | <b>Impaired Driving<br/>Fatal and Injury<br/>Collision Rate Per<br/>1,000 Population</b> |
|----------------------------|-----------------------------------|-----------------------------|--------------|---------------|--------------------------|----------------|--|
|                            |                                   | <b>Total</b>                | <b>Fatal</b> | <b>Injury</b> | <b>Killed</b>            | <b>Injured</b> |  |
| <b>5,000 - 9,999</b>       |                                   |                             |              |               |                          |                |  |
| Bear Lake                  | 6.3                               | 1                           | 1            | 0             | 1                        | 1              | 0.2  |
| Benewah                    | 9.0                               | 25                          | 0            | 13            | 0                        | 18             | 1.4  |
| Boise                      | 7.0                               | 11                          | 2            | 7             | 3                        | 10             | 1.3  |
| Boundary                   | 9.9                               | 15                          | 1            | 10            | 1                        | 19             | 1.1  |
| Caribou                    | 7.4                               | 5                           | 0            | 4             | 0                        | 8              | 0.5  |
| Clearwater                 | 8.5                               | 15                          | 1            | 10            | 1                        | 12             | 1.3  |
| Lemhi                      | 7.6                               | 9                           | 2            | 6             | 2                        | 11             | 1.1  |
| Power                      | 7.5                               | 10                          | 1            | 6             | 1                        | 12             | 0.9  |
| Teton                      | 6.4                               | 9                           | 1            | 7             | 1                        | 12             | 1.2  |
| Valley                     | 7.7                               | 12                          | 1            | 6             | 1                        | 6              | 0.9  |
| Washington                 | 10.0                              | 7                           | 1            | 5             | 1                        | 5              | 0.6  |
| <b>Mean Collision Rate</b> |                                   |                             |              |               |                          |                | <b>1.0</b>   |
| <b>0 - 4,999</b>           |                                   |                             |              |               |                          |                |  |
| Adams                      | 3.4                               | 4                           | 0            | 3             | 0                        | 3              | 0.9  |
| Butte                      | 2.9                               | 4                           | 1            | 1             | 1                        | 3              | 0.7  |
| Camas                      | 1.0                               | 1                           | 0            | 1             | 0                        | 2              | 1.0  |
| Clark                      | 1.0                               | 3                           | 0            | 0             | 0                        | 0              | 0.0  |
| Custer                     | 4.3                               | 9                           | 1            | 8             | 1                        | 12             | 2.1  |
| Lewis                      | 3.6                               | 7                           | 1            | 5             | 1                        | 9              | 1.7  |
| Lincoln                    | 4.1                               | 3                           | 0            | 2             | 0                        | 9              | 0.5  |
| Oneida                     | 4.2                               | 3                           | 0            | 2             | 0                        | 2              | 0.5  |
| <b>Mean Collision Rate</b> |                                   |                             |              |               |                          |                | <b>1.0</b>   |
| <b>Statewide Totals</b>    | <b>1,321.0</b>                    | <b>1,655</b>                | <b>83</b>    | <b>881</b>    | <b>94</b>                | <b>1,415</b>   | <b>0.7</b>   |

Table 25 presents information on impaired driving collisions for cities with populations exceeding 2,000 people. Population figures are based on the 2000 U.S. Census estimates for Cities. Population estimates for 2001 were not available at the time of publication.

| <b>Table 25</b>                                  |                                   |                             |              |               |                          |                |  |
|--|-----------------------------------|-----------------------------|--------------|---------------|--------------------------|----------------|--|
| <b>Impaired Driving Collisions by City: 2001</b> |                                   |                             |              |               |                          |                |  |
|  | <b>Population<br/>(in 1,000s)</b> | <b>Number of Collisions</b> |              |               | <b>Number of Persons</b> |                | <b>Impaired Driving<br/>Fatal and Injury<br/>Collision Rate Per<br/>1,000 Population</b> |
|  |                                   | <b>Total</b>                | <b>Fatal</b> | <b>Injury</b> | <b>Killed</b>            | <b>Injured</b> |  |
| <b>40,000 and over</b>                           |                                   |                             |              |               |                          |                |  |
| Boise  | 185.8                             | 272                         | 5            | 139           | 5                        | 197            | 0.8  |
| Idaho Falls                                      | 50.7                              | 55                          | 1            | 29            | 1                        | 45             | 0.6  |
| Nampa  | 51.9                              | 68                          | 1            | 30            | 1                        | 44             | 0.6  |
| Pocatello  | 51.5                              | 61                          | 2            | 24            | 2                        | 35             | 0.5  |
| <b>Mean Collision Rate</b>                       |                                   |                             |              |               |                          |                | <b>0.7</b>   |
| <b>15,000 - 39,999</b>                           |                                   |                             |              |               |                          |                |  |
| Caldwell   | 26.0                              | 28                          | 0            | 12            | 0                        | 16             | 0.5  |
| Coeur d'Alene                                    | 34.5                              | 46                          | 3            | 23            | 3                        | 39             | 0.8  |
| Lewiston   | 30.9                              | 38                          | 2            | 15            | 2                        | 29             | 0.6  |
| Meridian   | 34.9                              | 26                          | 0            | 18            | 0                        | 41             | 0.5  |
| Moscow   | 21.3                              | 11                          | 0            | 5             | 0                        | 9              | 0.2  |
| Post Falls                                       | 17.2                              | 18                          | 0            | 7             | 0                        | 12             | 0.4  |
| Rexburg  | 17.3                              | 0                           | 0            | 0             | 0                        | 0              | 0.0  |
| Twin Falls                                       | 34.5                              | 45                          | 1            | 32            | 1                        | 45             | 1.0  |
| <b>Mean Collision Rate</b>                       |                                   |                             |              |               |                          |                | <b>0.5</b>   |
| <b>5,000 - 14,999</b>                            |                                   |                             |              |               |                          |                |  |
| Ammon  | 6.2                               | 3                           | 0            | 3             | 0                        | 3              | 0.5  |
| Blackfoot  | 10.4                              | 10                          | 1            | 3             | 1                        | 3              | 0.4  |
| Burley   | 9.3                               | 8                           | 0            | 2             | 0                        | 4              | 0.2  |
| Chubbuck   | 9.7                               | 6                           | 0            | 4             | 0                        | 8              | 0.4  |
| Eagle  | 11.1                              | 6                           | 0            | 2             | 0                        | 2              | 0.2  |
| Emmett   | 5.5                               | 0                           | 0            | 0             | 0                        | 0              | 0.0  |
| Garden City                                      | 10.6                              | 22                          | 2            | 6             | 2                        | 12             | 0.8  |
| Hailey   | 6.2                               | 3                           | 0            | 1             | 0                        | 2              | 0.2  |
| Hayden   | 9.2                               | 12                          | 0            | 9             | 0                        | 12             | 1.0  |
| Jerome   | 7.8                               | 6                           | 0            | 1             | 0                        | 2              | 0.1  |
| Kuna   | 5.4                               | 4                           | 0            | 2             | 0                        | 3              | 0.4  |
| Mountain Home                                    | 11.1                              | 4                           | 0            | 1             | 0                        | 1              | 0.1  |
| Payette  | 7.1                               | 7                           | 0            | 0             | 0                        | 0              | 0.0  |
| Rupert   | 5.6                               | 2                           | 0            | 0             | 0                        | 0              | 0.0  |
| Sandpoint  | 6.8                               | 9                           | 0            | 4             | 0                        | 6              | 0.6  |
| Weiser   | 5.3                               | 0                           | 0            | 0             | 0                        | 0              | 0.0  |
| <b>Mean Collision Rate</b>                       |                                   |                             |              |               |                          |                | <b>0.3</b>   |

**Table 25 (Continued)**  
**Impaired Driving Collisions by City: 2001**

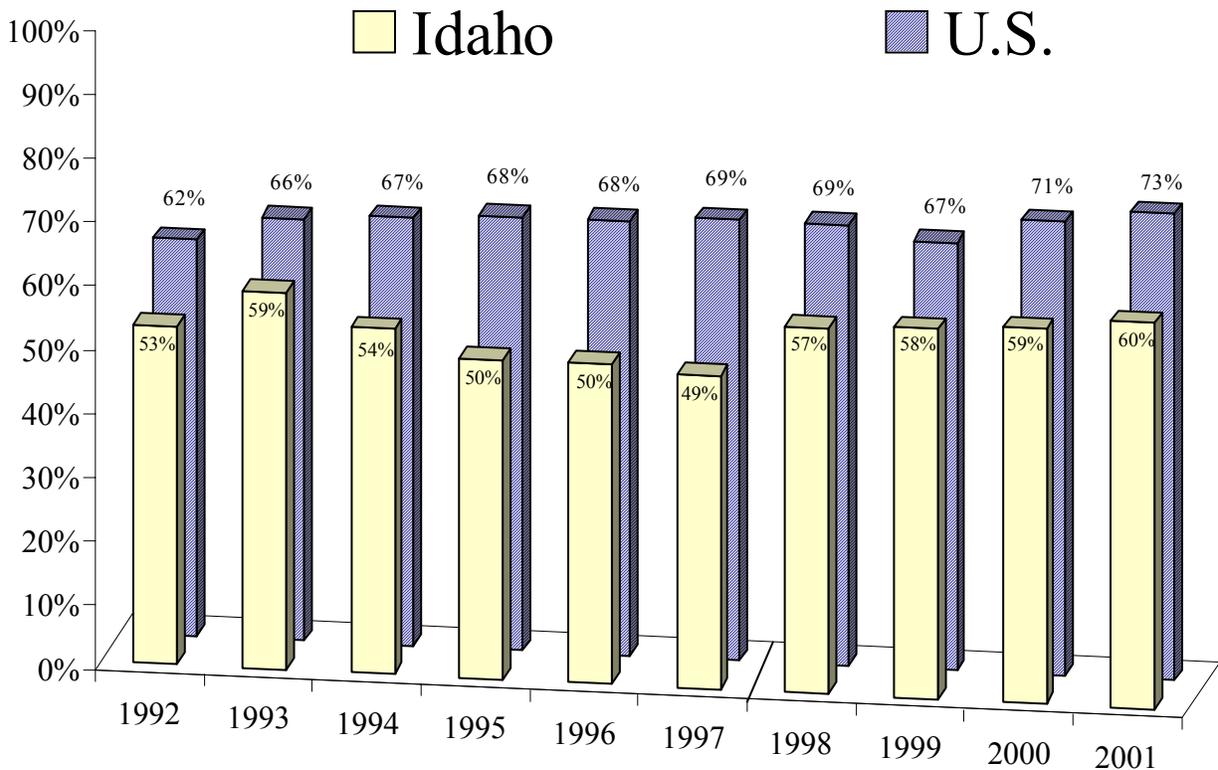
|                            | <b>Population<br/>(in 1,000s)</b> | <b>Number of Collisions</b> |              |               | <b>Number of Persons</b> |                | <b>Impaired Driving<br/>Fatal and Injury<br/>Collision Rate Per<br/>1,000 Population</b> |
|----------------------------|-----------------------------------|-----------------------------|--------------|---------------|--------------------------|----------------|--|
|                            |                                   | <b>Total</b>                | <b>Fatal</b> | <b>Injury</b> | <b>Killed</b>            | <b>Injured</b> |  |
| <b>2,000 - 4,999</b>       |                                   |                             |              |               |                          |                |  |
| American Falls             | 4.1                               | 1                           | 0            | 1             | 0                        | 1              | 0.2  |
| Bonnars Ferry              | 2.5                               | 5                           | 1            | 2             | 1                        | 6              | 1.2  |
| Buhl                       | 4.0                               | 4                           | 0            | 1             | 0                        | 1              | 0.3  |
| Dalton Gardens             | 2.3                               | 2                           | 0            | 2             | 0                        | 2              | 0.9  |
| Fruitland                  | 3.8                               | 3                           | 1            | 1             | 1                        | 3              | 0.5  |
| Gooding                    | 3.4                               | 2                           | 1            | 1             | 1                        | 1              | 0.6  |
| Grangeville                | 3.2                               | 0                           | 0            | 0             | 0                        | 0              | 0.0  |
| Heyburn                    | 2.9                               | 1                           | 0            | 0             | 0                        | 0              | 0.0  |
| Homedale                   | 2.5                               | 2                           | 0            | 0             | 0                        | 0              | 0.0  |
| Kellogg                    | 2.4                               | 1                           | 0            | 1             | 0                        | 1              | 0.4  |
| Ketchum                    | 3.0                               | 3                           | 0            | 1             | 0                        | 1              | 0.3  |
| Kimberly                   | 2.6                               | 1                           | 0            | 1             | 0                        | 1              | 0.4  |
| Malad                      | 2.2                               | 0                           | 0            | 0             | 0                        | 0              | 0.0  |
| McCall                     | 2.1                               | 2                           | 0            | 1             | 0                        | 1              | 0.5  |
| Middleton                  | 3.0                               | 0                           | 0            | 0             | 0                        | 0              | 0.0  |
| Montpelier                 | 2.8                               | 0                           | 0            | 0             | 0                        | 0              | 0.0  |
| Orofino                    | 3.2                               | 3                           | 0            | 0             | 0                        | 0              | 0.0  |
| Preston                    | 4.7                               | 1                           | 0            | 1             | 0                        | 1              | 0.2  |
| Rathdrum                   | 4.8                               | 1                           | 0            | 1             | 0                        | 1              | 0.2  |
| Rigby                      | 3.0                               | 1                           | 0            | 0             | 0                        | 0              | 0.0  |
| St. Anthony                | 3.3                               | 2                           | 1            | 1             | 1                        | 1              | 0.6  |
| St. Maries                 | 2.7                               | 2                           | 0            | 0             | 0                        | 0              | 0.0  |
| Salmon                     | 3.1                               | 2                           | 0            | 1             | 0                        | 1              | 0.3  |
| Shelley                    | 3.8                               | 0                           | 0            | 0             | 0                        | 0              | 0.0  |
| Soda Springs               | 3.4                               | 1                           | 0            | 1             | 0                        | 1              | 0.3  |
| Wendell                    | 2.3                               | 0                           | 0            | 0             | 0                        | 0              | 0.0  |
| <b>Mean Collision Rate</b> |                                   |                             |              |               |                          |                | <b>0.3</b>   |

## Safety Restraint Usage

Idaho's seat belt use law, effective July 1, 1986, requires seat belt use for front seat passengers and drivers, regardless of residency, in vehicles with a gross vehicle weight of 8,000 pounds or less that were manufactured with safety belts. The law is a "secondary" law and can only be enforced when someone is stopped for another traffic violation. Idaho's child restraint law is a primary enforcement law.

Figure 13 depicts observed shoulder harness use by year for both Idaho and the U.S. The figures are the observed rates for persons in passenger cars, pickups, sport utility vehicles, and vans, which make up around 93% of the vehicles involved in motor vehicle crashes. The U.S. usage rate is based on a combination of observational surveys from all 50 states.

Figure 13  
Observed Seat Belt Usage – Idaho vs. U.S.: 1992 - 2001



The methodology for the observational seat belt survey was changed in 1998 in accordance with the National Highway Traffic Safety Administration (NHTSA) guidelines. Comparisons of 1998 and future surveys to historical data (1986 – 1997 surveys) should be made with caution as the new methodology differs greatly from the previous methodology.

## Observational Seat Belt Survey Results

Table 26 shows the observed shoulder harness seat belt use by county.

| <b>Table 26</b>                                    |              |              |              |              |                             |                                  |
|--|--------------|--------------|--------------|--------------|-----------------------------|----------------------------------|
| <b>Observed Seat Belt Use by County: 1998-2001</b> |              |              |              |              |                             |                                  |
|  | <b>1998</b>  | <b>1999</b>  | <b>2000</b>  | <b>2001</b>  | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
| Ada  | 67.6%        | 65.8%        | 63.8%        | 66.8%        | 4.7%                        | -2.8%                            |
| Bannock  | 42.3%        | 48.7%        | 49.5%        | 56.0%        | 13.1%                       | 8.4%                             |
| Bingham  | 36.6%        | 39.7%        | 39.6%        | 51.8%        | 30.8%                       | 4.2%                             |
| Blaine   | 48.8%        | 48.9%        | 38.9%        | 52.3%        | 34.4%                       | -10.2%                           |
| Bonner   | 58.4%        | 48.4%        | 57.2%        | 54.4%        | -5.0%                       | 0.6%                             |
| Bonneville   | 54.0%        | 58.8%        | 56.6%        | 63.4%        | 12.0%                       | 2.5%                             |
| Canyon   | 57.8%        | 62.9%        | 58.3%        | 58.3%        | 0.0%                        | 0.8%                             |
| Cassia   | 33.4%        | 38.7%        | 40.5%        | 49.1%        | 21.3%                       | 10.2%                            |
| Elmore   | 52.7%        | 47.3%        | 55.0%        | 57.7%        | 4.8%                        | 3.0%                             |
| Kootenai   | 60.6%        | 53.4%        | 64.6%        | 59.5%        | -7.9%                       | 4.5%                             |
| Latah  | 58.6%        | 60.5%        | 61.5%        | 57.6%        | -6.3%                       | 2.4%                             |
| Madison  | 43.7%        | 41.6%        | 45.1%        | 49.7%        | 10.2%                       | 1.8%                             |
| Minidoka   | 29.5%        | 35.6%        | 44.3%        | 48.1%        | 8.5%                        | 22.6%                            |
| Nez Perce  | 63.1%        | 57.0%        | 52.3%        | 56.2%        | 7.4%                        | -9.0%                            |
| Payette  | 65.5%        | 66.6%        | 59.6%        | 63.3%        | 6.2%                        | -4.4%                            |
| Twin Falls   | 39.8%        | 46.4%        | 52.6%        | 54.4%        | 3.5%                        | 15.0%                            |
| <b>Statewide</b>                                   | <b>57.3%</b> | <b>57.9%</b> | <b>58.6%</b> | <b>60.4%</b> | 3.0%                        | 1.1%                             |

The Office of Highway Safety evaluates compliance rates through analysis of collision data and statewide observational surveys of seat belt use. Observational surveys are conducted by observing shoulder harness use or non-use. The observational survey is a representative sample of the State and does not include all counties.

Table 27 shows the observed seat belt use for the Idaho Transportation Department (ITD) districts<sup>4</sup> by vehicle type. District 3 (south western Idaho) had the highest overall usage at 65%, while district 4 (south central Idaho) had the overall lowest usage at 51%.

| <b>ITD District</b> | <b>Passenger Cars</b> | <b>Vans and<br/>Sport Utility Vehicles</b> | <b>Pickup Trucks</b> | <b>All Vehicles</b> |
|---------------------|-----------------------|--|----------------------|---------------------|
| <b>1</b>            | 64.5%                 | 60.9%                                      | 46.1%                | 57.7%               |
| <b>2</b>            | 59.6%                 | 58.8%                                      | 59.9%                | 56.6%               |
| <b>3</b>            | 71.2%                 | 64.1%                                      | 54.2%                | 64.6%               |
| <b>4</b>            | 56.6%                 | 60.6%                                      | 35.4%                | 51.0%               |
| <b>5</b>            | 59.1%                 | 57.8%                                      | 44.0%                | 54.4%               |
| <b>6</b>            | 63.1%                 | 61.7%                                      | 37.7%                | 56.4%               |
| <b>Statewide</b>    | <b>66.7%</b>          | <b>62.2%</b>                               | <b>48.8%</b>         | <b>60.4%</b>        |

Usage rates for the occupants of pickup trucks continue to be significantly lower than usage rates for other types of passenger vehicles. The usage rate for pickup truck occupants in 2001 ranged from a high of 59.9% in District 2 (north central Idaho) to a low of 35.4% in District 4 (south central Idaho).

Seat belt usage varied by the type of roadway the vehicles were traveling on. It ranged from a high of 77.9% on urban interstates to a low of 47.2% on rural minor collectors. While there was virtually no difference between urban and rural sites, there was a difference of 7 percentage points between major and minor roads. The difference was not statistically significant. Major roads were defined as interstates and principal arterials. Minor roads were comprised of the rest of the roadway functional classifications.

## Self-Reported Seat Belt Usage Results

Table 28 shows the self-reported seat belt use for people, ages 4 and older, in passenger cars, pickups, sport utility vehicles and vans that were killed or seriously injured. Research has indicated there is a tendency for persons involved in collisions to falsely report compliance with the seat belt law and thus, self-reported use tends to overstate actual use<sup>5</sup>. Seat belt use by severely or fatally injured occupants can be more directly assessed by law enforcement officers or emergency medical personnel, and is therefore, more reliable.

| <b>Injury Type</b>               | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|----------------------------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Fatalities -Restraints Used      | 27.4%       | 22.8%       | 28.7%       | 29.7%       | 3.6%                        | 4.5%                             |
| Serious Injuries -Restraint Used | 48.5%       | 50.0%       | 49.7%       | 51.0%       | 2.6%                        | 1.2%                             |

Of the 212 motor vehicle occupants killed in 2001, only 63 were using seat belts. The National Highway Traffic Safety Administration estimates seat belts are 50% effective in preventing fatalities and serious injuries. By this estimate, we can deduce that 63 lives were saved in 2001 by seat belt usage. An additional 75 lives could have been saved if everyone had buckled up.

## Costs of Injuries

Table 29 illustrates the costs of injuries sustained by occupants, over the age of four, of passenger vehicles for persons both using and not using safety restraints.

| <b>Injury Type</b> | <b>Safety Restraints</b> |                 | <b>Costs of Injuries</b> |                      |
|--------------------|--------------------------|-----------------|--------------------------|----------------------|
|                    | <b>Used</b>              | <b>Not Used</b> | <b>Used</b>              | <b>Not Used</b>      |
| Fatality           | 63                       | 149             | \$190,644,732            | \$450,889,923        |
| Serious Injury     | 695                      | 668             | \$145,602,296            | \$139,945,804        |
| Visible Injury     | 3,003                    | 1,601           | \$125,825,523            | \$67,081,806         |
| Possible Injury    | 5,269                    | 1,387           | \$116,517,917            | \$30,671,921         |
| <b>Total</b>       |                          |                 | <b>\$578,590,468</b>     | <b>\$688,589,453</b> |

The cost of injuries for persons not using safety restraints was \$110 million dollars more than for those who were using safety restraints. This is a conservative estimate of the difference. The true difference may be higher since many of the people may have falsely reported their seat belt usage. Assuming that 74% of the cost of collisions is passed on to the general public (page 9), every person in Idaho contributed about \$62 for those persons who chose not to buckle up.

## Child Safety Seat – Self-Reported Usage

Table 30 shows self-reported child safety seat use for children, under age 4, in passenger cars, pickups, sport utility vehicles, and vans from 1998 to 2001. Overall, the use rate has increased from 72% in 1998 to 83% in 2001. Idaho Code requires every child, under the age of four, and weighing less than 40 pounds be restrained in a car safety seat that meets the federal standards when traveling in a noncommercial motor vehicle manufactured with seat belts after January 1, 1966.

| <b>Injury Type</b>       | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|--------------------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| <b>Fatalities</b>        |             |             |             |             |                             |                                  |
| Restrained               | 2           | 4           | 1           | 0           | -100.0%                     | 12.5%                            |
| Unrestrained             | 6           | 1           | 0           | 3           | 300.0%                      | -91.7%                           |
| <b>Serious Injuries</b>  |             |             |             |             |                             |                                  |
| Restrained               | 7           | 3           | 9           | 4           | -55.6%                      | 71.4%                            |
| Unrestrained             | 10          | 9           | 7           | 5           | -28.6%                      | -16.1%                           |
| <b>Visible Injuries</b>  |             |             |             |             |                             |                                  |
| Restrained               | 38          | 51          | 32          | 37          | 15.6%                       | -1.5%                            |
| Unrestrained             | 36          | 35          | 20          | 24          | 20.0%                       | -22.8%                           |
| <b>Possible Injuries</b> |             |             |             |             |                             |                                  |
| Restrained               | 91          | 73          | 85          | 103         | 21.2%                       | -1.7%                            |
| Unrestrained             | 45          | 34          | 29          | 31          | 6.9%                        | -19.6%                           |
| <b>No Injuries</b>       |             |             |             |             |                             |                                  |
| Restrained               | 1,326       | 1,262       | 1,414       | 1,367       | -3.3%                       | 3.6%                             |
| Unrestrained             | 459         | 317         | 285         | 247         | -13.3%                      | -20.5%                           |
| Total Restrained         | 1,469       | 1,396       | 1,553       | 1,525       | -1.8%                       | 3.1%                             |
| Total Unrestrained       | 562         | 397         | 348         | 318         | -8.6%                       | -20.9%                           |
| % of Children Restrained | 72.3%       | 77.9%       | 81.7%       | 82.7%       | 1.3%                        | 6.3%                             |

The National Highway Traffic Safety Administration estimates child safety seats are 69% effective in preventing fatalities and serious injuries. By this estimate we can deduce that child safety seats could have saved 2 of the 3 children killed in 2001. Additionally, 3 of the 5 unrestrained serious injuries may have been prevented if they had all been properly restrained.

## Local Safety Restraint Usage

Table 31 presents self-reported restraint use rates for counties comparing 1998 through 2001. Collision data provides an analysis of the restraint use at the local level. This information is self reported to the investigating officer after a collision. Self-reported usage is consistently higher than observational seat belt usage.

| <b>County by Population</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|-----------------------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| <b>50,000 and over</b>      |             |             |             |             |                             |                                  |
| Ada                         | 83.3%       | 82.8%       | 84.1%       | 85.5%       | 1.7%                        | 0.5%                             |
| Bannock                     | 76.6%       | 79.5%       | 79.0%       | 83.4%       | 5.5%                        | 1.6%                             |
| Bonneville                  | 72.2%       | 73.5%       | 73.8%       | 78.8%       | 6.8%                        | 1.1%                             |
| Canyon                      | 75.7%       | 78.7%       | 78.2%       | 78.5%       | 0.3%                        | 1.7%                             |
| Kootenai                    | 81.8%       | 82.4%       | 84.9%       | 84.3%       | -0.6%                       | 1.9%                             |
| Twin Falls                  | 71.7%       | 72.6%       | 75.6%       | 80.8%       | 6.9%                        | 2.7%                             |
| <b>20,000 - 49,999</b>      |             |             |             |             |                             |                                  |
| Bingham                     | 61.2%       | 63.1%       | 67.9%       | 71.6%       | 5.5%                        | 5.4%                             |
| Bonner                      | 77.7%       | 75.5%       | 76.3%       | 76.4%       | 0.1%                        | -0.9%                            |
| Cassia                      | 68.2%       | 65.6%       | 71.2%       | 72.5%       | 1.9%                        | 2.4%                             |
| Elmore                      | 71.9%       | 76.4%       | 78.6%       | 81.7%       | 3.9%                        | 4.6%                             |
| Latah                       | 80.8%       | 82.2%       | 83.3%       | 82.8%       | -0.6%                       | 1.5%                             |
| Madison                     | 64.0%       | 69.5%       | 65.5%       | 73.6%       | 12.5%                       | 1.4%                             |
| Nez Perce                   | 81.8%       | 80.8%       | 82.1%       | 84.4%       | 2.8%                        | 0.2%                             |
| Payette                     | 75.0%       | 76.9%       | 81.4%       | 75.9%       | -6.8%                       | 4.2%                             |
| <b>10,000 - 19,999</b>      |             |             |             |             |                             |                                  |
| Blaine                      | 77.0%       | 76.9%       | 63.7%       | 68.4%       | 7.3%                        | -8.6%                            |
| Franklin                    | 65.3%       | 70.3%       | 70.8%       | 67.1%       | -5.1%                       | 4.2%                             |
| Fremont                     | 60.3%       | 70.8%       | 60.9%       | 62.2%       | 2.3%                        | 1.7%                             |
| Gem                         | 61.6%       | 55.9%       | 60.1%       | 68.9%       | 14.7%                       | -0.9%                            |
| Gooding                     | 54.6%       | 58.5%       | 62.4%       | 63.4%       | 1.6%                        | 6.9%                             |
| Idaho                       | 64.7%       | 66.7%       | 70.5%       | 72.4%       | 2.7%                        | 4.4%                             |
| Jefferson                   | 66.7%       | 67.3%       | 64.1%       | 73.8%       | 15.0%                       | -1.9%                            |
| Jerome                      | 73.5%       | 69.6%       | 68.5%       | 74.0%       | 8.0%                        | -3.4%                            |
| Minidoka                    | 64.6%       | 59.2%       | 66.2%       | 68.3%       | 3.1%                        | 1.7%                             |
| Owyhee                      | 63.7%       | 63.9%       | 60.0%       | 65.7%       | 9.5%                        | -2.9%                            |
| Shoshone                    | 67.5%       | 65.1%       | 68.6%       | 70.4%       | 2.5%                        | 0.9%                             |

**Table 31 (Continued)**  
**Self-Reported Restraint Use by County: 1998-2001**  
**(persons in passenger cars, pickups, sport utility vehicles and vans only)**

| <b>County by Population</b> | <b>1998</b>  | <b>1999</b>  | <b>2000</b>  | <b>2001</b>  | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|-----------------------------|--------------|--------------|--------------|--------------|-----------------------------|----------------------------------|
| <b>5,000 - 9,999</b>        |              |              |              |              |                             |                                  |
| Bear Lake                   | 64.1%        | 61.8%        | 55.5%        | 66.9%        | 20.5%                       | -6.9%                            |
| Benewah                     | 66.3%        | 66.1%        | 60.4%        | 59.7%        | -1.3%                       | -4.4%                            |
| Boise                       | 70.9%        | 78.7%        | 76.2%        | 76.2%        | -0.1%                       | 3.9%                             |
| Boundary                    | 74.1%        | 74.7%        | 78.6%        | 72.0%        | -8.4%                       | 3.0%                             |
| Caribou                     | 61.3%        | 65.0%        | 66.3%        | 73.8%        | 11.2%                       | 4.0%                             |
| Clearwater                  | 73.5%        | 61.1%        | 69.7%        | 61.9%        | -11.2%                      | -1.4%                            |
| Lemhi                       | 43.4%        | 41.3%        | 34.9%        | 34.9%        | -0.1%                       | -10.1%                           |
| Power                       | 74.3%        | 66.8%        | 65.0%        | 73.2%        | 12.6%                       | -6.4%                            |
| Teton                       | 63.3%        | 53.8%        | 73.1%        | 67.5%        | -7.8%                       | 10.5%                            |
| Valley                      | 74.2%        | 82.1%        | 74.0%        | 77.1%        | 4.2%                        | 0.4%                             |
| Washington                  | 61.9%        | 62.4%        | 68.7%        | 68.0%        | -1.0%                       | 5.5%                             |
| <b>0 - 4,999</b>            |              |              |              |              |                             |                                  |
| Adams                       | 70.8%        | 69.3%        | 79.6%        | 79.6%        | 0.0%                        | 6.4%                             |
| Butte                       | 41.4%        | 54.2%        | 68.8%        | 73.9%        | 7.4%                        | 28.9%                            |
| Camas                       | 55.2%        | 63.2%        | 48.4%        | 67.3%        | 39.1%                       | -4.5%                            |
| Clark                       | 79.1%        | 82.1%        | 86.8%        | 86.0%        | -0.9%                       | 4.7%                             |
| Custer                      | 63.1%        | 73.8%        | 70.1%        | 68.6%        | -2.2%                       | 6.0%                             |
| Lewis                       | 57.2%        | 60.2%        | 64.1%        | 68.1%        | 6.2%                        | 5.8%                             |
| Lincoln                     | 61.8%        | 53.0%        | 76.7%        | 69.0%        | -10.1%                      | 15.3%                            |
| Oneida                      | 61.3%        | 64.9%        | 73.5%        | 75.4%        | 2.5%                        | 9.6%                             |
| <b>Statewide Average</b>    | <b>74.5%</b> | <b>76.3%</b> | <b>77.5%</b> | <b>79.7%</b> | <b>2.8%</b>                 | <b>2.0%</b>                      |

## Aggressive Driving

Table 32 shows information about collisions in Idaho from 1998 through 2001 involving aggressive driving. Aggressive driving collisions include those collisions where an officer indicates on the collision report that aggressive driving behaviors contributed to a collision. These behaviors include failure to yield right of way, passed stop sign, exceeded posted speed, driving too fast for conditions, following too close and disregarded signal. Aggressive driving is not to be confused with road rage, which is a deliberate and violent act against another driver and is a criminal offense.

An officer may indicate up to three contributing circumstances for each vehicle in a collision. Thus the total number of fatalities and injuries attributed to these behaviors in the top portion of the table do not equal the sum of the fatalities and injuries attributed to individual behaviors in the bottom of the table.

|  | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|--|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Total Aggressive Driving Collisions                                      | 14,297      | 14,817      | 15,388      | 15,398      | 0.1%                        | 3.7%                             |
| Fatalities   | 101         | 147         | 120         | 128         | 6.7%                        | 13.6%                            |
| Serious Injuries   | 1,046       | 1,043       | 951         | 949         | -0.2%                       | -4.6%                            |
| Visible Injuries   | 3,231       | 3,256       | 3,358       | 3,254       | -3.1%                       | 2.0%                             |
| Possible Injuries  | 4,590       | 4,721       | 4,807       | 4,770       | -0.8%                       | 2.3%                             |
| Number of Traffic Fatalities and Serious Injuries Involving:*            |             |             |             |             |                             |                                  |
| Driving Too Fast for Conditions  | 391         | 459         | 395         | 359         | -9.1%                       | 1.7%                             |
| Fail to Yield Right of Way   | 402         | 410         | 344         | 356         | 3.5%                        | -7.1%                            |
| Exceeded Posted Speed  | 178         | 174         | 188         | 202         | 7.4%                        | 2.9%                             |
| Passed Stop Sign   | 115         | 130         | 74          | 122         | 64.9%                       | -15.0%                           |
| Following Too Close  | 120         | 103         | 104         | 127         | 22.1%                       | -6.6%                            |
| Disregarded Signal   | 67          | 67          | 75          | 48          | -36.0%                      | 6.0%                             |
| Aggressive Driving Fatal and Serious<br>Injury Rate per 100 Million AVMT | 8.41        | 8.31        | 7.80        | 7.53        | -3.5%                       | -3.6%                            |

\* Three contributing circumstances possible per unit involved in each collision

In 2001, aggressive driving was a contributing factor in 59% of all collisions in Idaho. While more than two-thirds of all aggressive driving collisions occur in urban areas, 78% of the fatal aggressive driving collisions occur in rural areas. Only 23% of all aggressive driving collisions involve a single vehicle, while 45% of fatal aggressive driving collisions involve only one vehicle. Of the 49 fatal aggressive driving crashes that involved a single vehicle, 42 (or 86%) occurred in rural areas.

The economic cost of collisions involving aggressive driving was \$848.7 million dollars in 2001. This represents 55% of the total costs of Idaho collisions (as shown in Table 4).

## Involvement in Aggressive Driving Collisions by Driver Age

Table 33 shows the involvement in aggressive driving collisions by driver age. Drivers, age 16-20, are involved in about 3 times as many aggressive driving collisions as you would expect them to be while drivers, ages 15, 21 and 22, are involved in about 2 times as many aggressive driving collisions as you would expect them to be. Drivers between the ages of 15 and 22 represent more than one-third of the drivers involved in aggressive driving collisions.

| Age                 | Licensed Drivers |       | Drivers in All Aggressive Driving Collisions |       |              | Drivers in Fatal and Injury Aggressive Driving Collisions |       |              |
|---------------------|------------------|-------|--|-------|--------------|---|-------|--------------|
|                     | Number           | %     | Number                                       | %     | Involvement* | Number  | %     | Involvement* |
| 15                  | 4,290            | 0.5%  | 146  | 0.9%  | 2.0          | 47  | 0.8%  | 1.6          |
| 16                  | 12,577           | 1.4%  | 656  | 4.2%  | 3.0          | 237   | 3.9%  | 2.8          |
| 17                  | 16,642           | 1.8%  | 902  | 5.7%  | 3.1          | 349   | 5.7%  | 3.1          |
| 18                  | 18,002           | 2.0%  | 1,009  | 6.4%  | 3.2          | 360   | 5.9%  | 2.9          |
| 19                  | 18,301           | 2.0%  | 911  | 5.8%  | 2.9          | 361   | 5.9%  | 2.9          |
| 20                  | 17,432           | 1.9%  | 737  | 4.7%  | 2.4          | 293   | 4.8%  | 2.5          |
| 21                  | 17,884           | 2.0%  | 638  | 4.1%  | 2.0          | 249   | 4.1%  | 2.0          |
| 22                  | 18,403           | 2.0%  | 620  | 3.9%  | 1.9          | 319   | 5.2%  | 2.5          |
| 23                  | 17,075           | 1.9%  | 493  | 3.1%  | 1.7          | 194   | 3.2%  | 1.7          |
| 24                  | 16,444           | 1.8%  | 404  | 2.6%  | 1.4          | 144   | 2.3%  | 1.3          |
| 25-34               | 156,160          | 17.3% | 2,872  | 18.3% | 1.1          | 1,120   | 18.3% | 1.1          |
| 35-44               | 177,067          | 19.7% | 2,160  | 13.8% | 0.7          | 834   | 13.6% | 0.7          |
| 45-54               | 173,804          | 19.3% | 1,623  | 10.3% | 0.5          | 637   | 10.4% | 0.5          |
| 55-64               | 112,441          | 12.5% | 968  | 6.2%  | 0.5          | 391   | 6.4%  | 0.5          |
| 65-74               | 73,189           | 8.1%  | 604  | 3.8%  | 0.5          | 225   | 3.7%  | 0.5          |
| 75+                 | 51,245           | 5.7%  | 678  | 4.3%  | 0.8          | 277   | 4.5%  | 0.8          |
| Not Stated or Other |                  |       | 287  | 1.8%  |              | 91  | 1.5%  |              |
| <b>TOTALS</b>       | <b>900,956</b>   |       | <b>15,708</b>                                |       |              | <b>6,128</b>  |       |              |

*\* Involvement is calculated by dividing the percent of collisions by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

## Youthful Drivers

Table 34 shows the collisions involving drivers age 15 to 19. In 2001, youthful driver collisions represented 27% of all collisions. In 2001, drivers age 15-19 represented 8% of the licensed drivers; yet youthful drivers represented 18% of drivers in all collisions and 16% of drivers in fatal and serious injury collisions.

|  | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|--|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Total Collisions   | 7,618       | 7,258       | 7,490       | 6,910       | -7.7%                       | -0.8%                            |
| Fatalities   | 55          | 66          | 48          | 64          | 33.3%                       | -3.6%                            |
| Serious Injuries   | 540         | 463         | 437         | 431         | -1.4%                       | -9.9%                            |
| Visible Injuries   | 1,804       | 1,632       | 1,665       | 1,456       | -12.6%                      | -3.8%                            |
| Possible Injuries  | 2,451       | 2,382       | 2,341       | 2,164       | -7.6%                       | -2.3%                            |
| Drivers 15-19 in Fatal &<br>Serious Injury Collisions                    | 467         | 395         | 399         | 368         | -7.8%                       | -7.2%                            |
| % of all Drivers in Fatal &<br>Serious Injury Collisions                 | 18.3%       | 15.9%       | 16.0%       | 16.1%       | 0.2%                        | -6.0%                            |
| Licensed Drivers 15-19   | 77,712      | 77,943      | 79,353      | 69,812      | -12.0%                      | 1.1%                             |
| % of Total Licensed Drivers  | 8.8%        | 8.7%        | 8.9%        | 7.7%        | -12.8%                      | 0.4%                             |
| Driver Involvement Rate*   | 2.07        | 1.82        | 1.81        | 2.07        | 14.9%                       | -6.5%                            |
| Teen Drivers in Fatal Crashes  | 51          | 64          | 47          | 51          | 8.5%                        | -0.5%                            |
| Impaired Teen Drivers<br>in Fatal Crashes                                | 9           | 11          | 8           | 12          | 50.0%                       | -2.5%                            |
| % of Youthful Drivers<br>Involved in Fatal Crashes<br>that were Impaired | 17.6%       | 17.2%       | 17.0%       | 23.5%       | 38.2%                       | -1.8%                            |

*\*The Driver Involvement Rate is the percent of drivers involved in fatal and serious injury collisions divided by percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

In 2001, the economic cost of collisions involving youthful drivers was \$403 million dollars. This represents 26% of the total cost of collisions in 2001 (as shown in Table 4).

## Emergency Medical Services

Table 35 shows Emergency Medical Services response to collisions in Idaho. EMS response to collisions indicates the number of collisions where an EMS unit responded to a collision and transported persons to medical facilities.

| <b>Table 35</b>   |             |             |             |             |                             |                                  |
|---|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| <b>Emergency Medical Services Response to Collisions: 1998-2001</b> |             |             |             |             |                             |                                  |
|   | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
| Total Collisions  | 24,041      | 25,076      | 26,241      | 26,090      | -0.6%                       | 4.5%                             |
| Response to Fatal & Injury Collisions                               | 5,917       | 6,282       | 6,381       | 6,111       | -4.2%                       | 3.9%                             |
| % of Fatal & Injury Collisions                                      | 62.3%       | 65.2%       | 66.2%       | 64.6%       | -2.4%                       | 3.1%                             |
| Persons Killed or Injured in Collisions                             | 14,185      | 14,347      | 14,552      | 14,280      | -1.9%                       | 1.3%                             |
| Transported from Rural Areas  | 2,452       | 2,401       | 3,536       | 3,332       | -5.8%                       | 22.6%                            |
| Transported from Urban Areas  | 3,511       | 3,739       | 2,637       | 2,577       | -2.3%                       | -11.5%                           |
| Total Transported by EMS  | 5,940       | 6,140       | 6,173       | 5,909       | -4.3%                       | 2.0%                             |
| % of Killed/Injured Transported                                     | 41.9%       | 42.8%       | 42.4%       | 41.4%       | -2.4%                       | 0.6%                             |
| Trapped and Extricated  | 518         | 546         | 578         | 576         | -0.3%                       | 5.6%                             |
| Fatal/Serious Injuries Transported<br>by Helicopter                 | 146         | 148         | 184         | 226         | 22.8%                       | 12.8%                            |

The availability and quality of services provided by local Emergency Medical Services may mean the difference between life and death for someone injured in a traffic collision. Improved post-crash victim care works to reduce the severity of trauma incurred by collision victims. The sooner someone receives appropriate medical care, the better their chances of recovery. This care is especially critical in rural areas because of the time needed to transport a victim to a trauma hospital.

## Pedestrians in Collisions

Table 36 gives information about pedestrians in collisions from 1998 to 2001. Pedestrian collisions decreased by 12% in 2001, while the number of pedestrians killed in motor vehicle collisions doubled. Of all pedestrians involved in collisions in 2001, 98% received some degree of injury. Of those injured or killed in pedestrian collisions, 25% were between the ages of 4 and 14. Two-thirds of the pedestrians killed in motor vehicle collisions in 2001 were over the age of 40. The youngest pedestrian killed was 27 years old. Impaired pedestrians were involved in 14% of all pedestrian collisions and 33% of fatal pedestrian collisions.

|   | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|---|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Pedestrian Collisions   | 186         | 181         | 198         | 175         | -11.6%                      | 3.4%                             |
| Fatalities  | 7           | 14          | 6           | 12          | 100.0%                      | 21.4%                            |
| Serious Injuries  | 57          | 59          | 60          | 53          | -11.7%                      | 2.6%                             |
| Visible Injuries  | 87          | 74          | 77          | 68          | -11.7%                      | -5.4%                            |
| Possible Injuries   | 51          | 38          | 64          | 54          | -15.6%                      | 21.5%                            |
| Pedestrians in Collisions   | 205         | 185         | 210         | 190         | -9.5%                       | 1.9%                             |
| Pedestrian Fatal and Serious Injuries   | 64          | 73          | 66          | 65          | -1.5%                       | 2.2%                             |
| % of All Fatal and Serious Injuries   | 3.0%        | 3.6%        | 3.3%        | 3.5%        | 5.1%                        | 5.1%                             |
| Impaired Fatal and Serious Injuries*  | 11          | 8           | 4           | 15          | 275.0%                      | -38.6%                           |
| % of Pedestrian Fatal & Serious Injuries  | 17.2%       | 11.0%       | 6.1%        | 23.1%       | 280.8%                      | -40.5%                           |
| Pedestrians in Fatal and Injury Collisions by Age   |             |             |             |             |                             |                                  |
| 0 to 3  | 5           | 5           | 4           | 3           | -25.0%                      | -10.0%                           |
| 4 to 14   | 59          | 53          | 46          | 47          | 2.2%                        | -11.7%                           |
| 15 to 19  | 36          | 30          | 39          | 26          | -33.3%                      | 6.7%                             |
| 20 to 24  | 13          | 14          | 10          | 14          | 40.0%                       | -10.4%                           |
| 25 to 34  | 18          | 15          | 32          | 25          | -21.9%                      | 48.3%                            |
| 35 to 44  | 19          | 22          | 17          | 25          | 47.1%                       | -3.5%                            |
| 45 to 54  | 23          | 18          | 25          | 21          | -16.0%                      | 8.6%                             |
| 55 to 64  | 10          | 14          | 12          | 10          | -16.7%                      | 12.9%                            |
| 65 and Older  | 15          | 9           | 15          | 15          | 0.0%                        | 13.3%                            |
| Missing/Unknown Age   | 4           | 5           | 8           | 4           | -50.0%                      | 42.5%                            |
| * Implies the pedestrian was impaired, the sobriety of the driver that struck the pedestrian is not taken into account. |             |             |             |             |                             |                                  |

In 2001, the economic cost of collisions involving pedestrians was \$51.4 million dollars. This represents 3% of the total cost of Idaho collisions (as shown in Table 4).

## Bicyclists in Collisions

Table 37 gives information about bicyclists in collisions from 1998 to 2001. The number of bicycle collisions decreased in 2001 by 18%. Of the bicyclists involved in collisions in 2001, 98% received some degree of injury. Of all bicyclists involved in collisions in 2001, 53% were between the ages of 4 and 19. The percentage of bicyclists involved in collisions that were wearing helmets continues to remain very low.

|  | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|--|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Bicycle Collisions                       | 297         | 354         | 334         | 274         | -18.0%                      | 6.8%                             |
| Fatalities                               | 2           | 4           | 3           | 2           | -33.3%                      | 37.5%                            |
| Serious Injuries                         | 46          | 53          | 49          | 44          | -10.2%                      | 3.8%                             |
| Visible Injuries                         | 164         | 197         | 190         | 161         | -15.3%                      | 8.3%                             |
| Possible Injuries                        | 85          | 101         | 93          | 70          | -24.7%                      | 5.5%                             |
| Bicyclists in Collisions                 | 306         | 364         | 338         | 283         | -16.3%                      | 5.9%                             |
| Bicycle Fatal and Serious Injuries       | 48          | 57          | 52          | 46          | -11.5%                      | 5.0%                             |
| % of All Fatal and Serious Injuries      | 2.3%        | 2.8%        | 2.6%        | 2.5%        | -5.6%                       | 7.9%                             |
| Bicyclists in Collisions Wearing Helmets | 41          | 46          | 49          | 31          | -36.7%                      | 9.4%                             |
| % of Bicyclists Wearing Helmets          | 13.4%       | 12.6%       | 14.5%       | 11.0%       | -24.4%                      | 4.5%                             |
| Impaired Fatal and Serious Injuries*     | 2           | 3           | 2           | 1           | -50.0%                      | 8.3%                             |
| % of Bicycle Fatal & Serious Injuries    | 4.2%        | 5.3%        | 3.8%        | 2.2%        | -43.5%                      | -0.3%                            |
| <b>Bicyclists in Collisions by Age</b>   |             |             |             |             |                             |                                  |
| 0 to 3                                   | 1           | 2           | 1           | 1           | 0.0%                        | 125.0%                           |
| 4 to 14                                  | 128         | 140         | 126         | 102         | -19.0%                      | -0.3%                            |
| 15 to 19                                 | 58          | 67          | 67          | 47          | -29.9%                      | 7.8%                             |
| 20 to 24                                 | 22          | 38          | 25          | 28          | 12.0%                       | 19.3%                            |
| 25 to 34                                 | 29          | 36          | 36          | 27          | -25.0%                      | 12.1%                            |
| 35 to 44                                 | 24          | 28          | 47          | 30          | -36.2%                      | 42.3%                            |
| 45 to 54                                 | 13          | 23          | 23          | 28          | 21.7%                       | 38.5%                            |
| 55 to 64                                 | 9           | 8           | 4           | 9           | 125.0%                      | -30.6%                           |
| 65 and Older                             | 3           | 4           | 2           | 3           | 50.0%                       | -8.3%                            |
| Missing/Unknown Age                      | 10          | 12          | 7           | 8           | 14.3%                       | -10.8%                           |

*\* Implies the bicyclist was impaired, the sobriety of the driver that struck the bicyclist is not taken into account.*

In 2001, the economic cost of collisions involving bicyclists was \$23.6 million dollars. This represents 2% of the total cost of Idaho collisions (as shown in Table 4).

## Motorcyclists in Collisions

Table 38 shows data for motorcyclists involved in collisions from 1998 to 2001. The number of motorcycle collisions increased again in 2001 after a steady decrease over recent years prior to 2000. Of all motorcyclists involved in collisions in 2001, 88% received some degree of injury. Of all motorcycle collisions, 12% involved impaired driving, while 33% of fatal motorcycle collisions involved impaired driving. More than half (54%) of all motorcycle collisions were single vehicle collisions, while two-thirds of fatal motorcycle crashes involved only a single motorcycle.

While Idaho law requires all motorcycle operators and passengers under the age of 18 to wear a helmet, just less than half of those riders involved in collisions in 2001 were wearing a helmet.

| <b>Table 38</b>                                |             |             |             |             |                             |                                  |
|--|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| <b>Motorcyclists in Collisions: 1998-2001</b>  |             |             |             |             |                             |                                  |
|  | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
| Motorcycle Collisions                          | 292         | 251         | 363         | 380         | 4.7%                        | 15.3%                            |
| Fatalities                                     | 6           | 12          | 18          | 19          | 5.6%                        | 75.0%                            |
| Serious Injuries                               | 99          | 94          | 117         | 102         | -12.8%                      | 9.7%                             |
| Visible Injuries                               | 149         | 107         | 171         | 207         | 21.1%                       | 15.8%                            |
| Possible Injuries                              | 45          | 45          | 57          | 75          | 31.6%                       | 13.3%                            |
| Motorcyclists in Collisions                    | 345         | 290         | 422         | 457         | 8.3%                        | 14.8%                            |
| Registered Motorcycles                         | 34,474      | 40,968      | 42,165      | 39,434      | -6.5%                       | 10.9%                            |
| Motorcyclists Wearing Helmets                  | 115         | 98          | 151         | 162         | 7.3%                        | 19.6%                            |
| % Motorcyclists Wearing Helmets                | 33.3%       | 33.8%       | 35.8%       | 35.4%       | -0.9%                       | 3.6%                             |
| <b>Motorcycle Drivers in Collisions by Age</b> |             |             |             |             |                             |                                  |
| 0 to 15  | 4           | 4           | 6           | 5           | -16.7%                      | 25.0%                            |
| 15 to 19                                       | 41          | 16          | 28          | 19          | -32.1%                      | 7.0%                             |
| 20 to 24                                       | 65          | 47          | 58          | 69          | 19.0%                       | -2.1%                            |
| 25 to 34                                       | 62          | 53          | 74          | 73          | -1.4%                       | 12.6%                            |
| 35 to 44                                       | 54          | 48          | 78          | 76          | -2.6%                       | 25.7%                            |
| 45 to 54                                       | 46          | 59          | 78          | 90          | 15.4%                       | 30.2%                            |
| 55 to 64                                       | 17          | 16          | 31          | 42          | 35.5%                       | 43.9%                            |
| 65 and up                                      | 5           | 7           | 11          | 12          | 9.1%                        | 48.6%                            |
| Missing/Unknown                                | 3           | 1           | 2           | 3           | 50.0%                       | 16.7%                            |

In 2001, the economic cost of collisions involving motorcyclists was \$89.3 million dollars. This represents 6% of the total cost of Idaho collisions (as shown in Table 4).

## Commercial Motor Vehicles in Collisions

Table 39 shows Commercial Motor Vehicle (CMV) collisions for 1998 through 2001. For the purposes of collision reporting, CMV's are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels.

|                               | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|-------------------------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Fatal Collisions              | 26          | 29          | 27          | 35          | 29.6%                       | 2.3%                             |
| Injury Collisions             | 540         | 571         | 509         | 542         | 6.5%                        | -2.6%                            |
| Total Collisions              | 1,685       | 1,868       | 1,878       | 1,893       | 0.8%                        | 5.7%                             |
| Commercial VMT (100 millions) | 20.3        | 24.1        | 23.7        | 25.2        | 6.1%                        | 8.5%                             |
| Fatal Collision Rate          | 1.3         | 1.2         | 1.1         | 1.4         | 22.2%                       | -5.6%                            |
| Injury Collision Rate         | 26.5        | 23.7        | 21.5        | 21.5        | 0.4%                        | -10.1%                           |
| Total Collision Rate          | 82.8        | 77.5        | 79.2        | 75.2        | -5.0%                       | -2.2%                            |

Table 40 presents the location of CMV collisions by severity and roadway type. While 56% of all CMV collisions occurred on rural roadways, 89% of fatal CMV collisions took place on rural roadways.

The largest percentage of all CMV collisions (45%) occurred on local roads, while the largest percentage of fatal CMV collisions (49%) took place on US and State highways.

|                       | <b>Fatal</b> |             | <b>Injury</b> |              | <b>Property<br/>Damage</b> |              | <b>All<br/>Collisions</b> |       |
|-----------------------|--------------|-------------|---------------|--------------|----------------------------|--------------|---------------------------|-------|
| Interstate            |              |             |               |              |                            |              |                           |       |
| Rural                 | 6            | 17.1%       | 56            | 10.3%        | 169                        | 12.8%        | 231                       | 12.2% |
| Urban                 | 2            | 5.7%        | 44            | 8.1%         | 94                         | 7.1%         | 140                       | 7.4%  |
| U.S. or State Highway |              |             |               |              |                            |              |                           |       |
| Rural                 | 15           | 42.9%       | 175           | 32.3%        | 288                        | 21.9%        | 478                       | 25.3% |
| Urban                 | 2            | 5.7%        | 50            | 9.2%         | 146                        | 11.1%        | 198                       | 10.5% |
| Local                 |              |             |               |              |                            |              |                           |       |
| Rural                 | 10           | 28.6%       | 108           | 19.9%        | 230                        | 17.5%        | 348                       | 18.4% |
| Urban                 | 0            | 0.0%        | 109           | 20.1%        | 389                        | 29.6%        | 498                       | 26.3% |
| <b>Total</b>          | <b>35</b>    | <b>1.8%</b> | <b>542</b>    | <b>28.6%</b> | <b>1316</b>                | <b>69.5%</b> | <b>1893</b>               |       |

Table 41 shows the number of collisions by severity that each type of commercial motor vehicle was involved in for 1998 to 2001.

| <b>Table 41</b>   |             |             |             |             |                             |                                  |
|---|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| <b>Collisions Involving Commercial Motor Vehicles by Vehicle Type : 1998-2001</b> |             |             |             |             |                             |                                  |
|   | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
| <b>Bus</b>  |             |             |             |             |                             |                                  |
| Fatal Collisions  | 0           | 2           | 0           | 4           | 400.0%                      | 0.0%                             |
| Injury Collisions   | 33          | 41          | 34          | 42          | 23.5%                       | 3.6%                             |
| Property Damage Collisions  | 106         | 110         | 93          | 118         | 26.9%                       | -5.8%                            |
| <b>Single Unit Truck</b>  |             |             |             |             |                             |                                  |
| Fatal Collisions  | 13          | 8           | 6           | 11          | 83.3%                       | -31.7%                           |
| Injury Collisions   | 196         | 210         | 190         | 211         | 11.1%                       | -1.2%                            |
| Property Damage Collisions  | 364         | 427         | 437         | 417         | -4.6%                       | 9.8%                             |
| <b>Single Unit Truck with Trailer</b>   |             |             |             |             |                             |                                  |
| Fatal Collisions  | 3           | 3           | 3           | 1           | -66.7%                      | 0.0%                             |
| Injury Collisions   | 49          | 47          | 36          | 20          | -44.4%                      | -13.7%                           |
| Property Damage Collisions  | 106         | 116         | 106         | 83          | -21.7%                      | 0.4%                             |
| <b>Truck Tractor Only (Bobtail)</b>   |             |             |             |             |                             |                                  |
| Fatal Collisions  | 0           | 0           | 0           | 1           | 100.0%                      | 0.0%                             |
| Injury Collisions   | 4           | 6           | 7           | 5           | -28.6%                      | 33.3%                            |
| Property Damage Collisions  | 16          | 17          | 16          | 15          | -6.3%                       | 0.2%                             |
| <b>Single-Trailer Configurations</b>  |             |             |             |             |                             |                                  |
| Fatal Collisions  | 7           | 14          | 14          | 15          | 7.1%                        | 50.0%                            |
| Injury Collisions   | 209         | 242         | 204         | 248         | 21.6%                       | 0.0%                             |
| Property Damage Collisions  | 448         | 513         | 591         | 601         | 1.7%                        | 14.9%                            |
| <b>Double-Trailer Configurations</b>  |             |             |             |             |                             |                                  |
| Fatal Collisions  | 3           | 2           | 5           | 4           | -20.0%                      | 58.3%                            |
| Injury Collisions   | 48          | 43          | 47          | 32          | -31.9%                      | -0.6%                            |
| Property Damage Collisions  | 98          | 112         | 111         | 104         | -6.3%                       | 6.7%                             |
| <b>Triple-Trailer Configurations</b>  |             |             |             |             |                             |                                  |
| Fatal Collisions  | 0           | 0           | 0           | 0           | 0.0%                        | 0.0%                             |
| Injury Collisions   | 6           | 2           | 4           | 1           | -75.0%                      | 16.7%                            |
| Property Damage Collisions  | 10          | 10          | 12          | 14          | 16.7%                       | 10.0%                            |

*\*\* Crashes between vehicle types are not mutually exclusive. In other words, a crash involving a bus and a single unit truck would be represented in both categories*

Table 42 shows different vehicle types as a percent of all vehicles in collisions excluding pedestrians, bicyclists and non-motor vehicles.

| <b>Table 42</b>  |               |               |               |               |                             |                                  |
|--|---------------|---------------|---------------|---------------|-----------------------------|----------------------------------|
| <b>Vehicles in All Collisions by Vehicle Type: 1998-2001</b> |               |               |               |               |                             |                                  |
| <b>Vehicle Type</b>  | <b>1998</b>   | <b>1999</b>   | <b>2000</b>   | <b>2001</b>   | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
| Passenger Cars   | 21,770        | 22,320        | 23,149        | 22,421        | -3.1%                       | 3.1%                             |
| %  | 51.4%         | 50.9%         | 50.6%         | 49.3%         | -2.6%                       | -0.8%                            |
| Pickups, Vans, and<br>Sport Utility Vehicles (SUV's)         | 18,068        | 18,807        | 19,790        | 20,140        | 1.8%                        | 4.7%                             |
| %  | 42.7%         | 42.9%         | 43.2%         | 44.3%         | 2.4%                        | 0.7%                             |
| Medium Trucks*   | 748           | 819           | 793           | 770           | -2.9%                       | 3.2%                             |
| %  | 1.8%          | 1.9%          | 1.7%          | 1.7%          | -2.3%                       | -0.7%                            |
| Large Trucks**   | 870           | 991           | 1,032         | 1,067         | 3.4%                        | 9.0%                             |
| %  | 2.1%          | 2.3%          | 2.3%          | 2.3%          | 4.0%                        | 4.9%                             |
| Buses  | 141           | 155           | 127           | 166           | 30.7%                       | -4.1%                            |
| %  | 0.3%          | 0.4%          | 0.3%          | 0.4%          | 31.5%                       | -7.6%                            |
| Motorcycles  | 297           | 257           | 373           | 392           | 5.1%                        | 15.8%                            |
| %  | 0.7%          | 0.6%          | 0.8%          | 0.9%          | 5.7%                        | 11.3%                            |
| All Other***   | 469           | 472           | 508           | 545           | 7.3%                        | 4.1%                             |
| %  | 1.1%          | 1.1%          | 1.1%          | 1.2%          | 7.9%                        | 0.2%                             |
| <b>TOTALS</b>  | <b>42,363</b> | <b>43,821</b> | <b>45,772</b> | <b>45,501</b> | <b>-0.6%</b>                | <b>3.9%</b>                      |

*\*Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles*

*\*\*Large trucks include bobtail tractors and tractor-semitrailer combinations*

*\*\*\*Includes Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other and Unknown or Missing data.*

Table 43 presents injury severity comparisons by vehicle type for all persons in CMV collisions. In 2001 there were 4,454 persons involved in CMV collisions. Occupants of passenger vehicles combined to comprise 47% of the persons involved in CMV collisions. Of the 29 fatalities that occurred in CMV collisions, 88% were occupants of passenger cars, pickups, vans or other vehicles while 12% were occupants of CMV's.

| <b>Injury Severity</b>   | <b>Commercial<br/>Motor Vehicle</b> | <b>Car</b> | <b>Pickup, Van<br/>and SUVs*</b> | <b>All Other**</b> | <b>Totals</b> |
|--|-------------------------------------|------------|----------------------------------|--------------------|---------------|
| Fatalities   | 5                                   | 13         | 20                               | 3                  | 41            |
| % of Fatalities  | 12.2%                               | 31.7%      | 48.8%                            | 7.3%               | 0.9%          |
| Serious Injuries   | 30                                  | 63         | 43                               | 9                  | 145           |
| % of Serious Injuries  | 20.7%                               | 43.4%      | 29.7%                            | 6.2%               | 3.3%          |
| Visible Injuries   | 128                                 | 120        | 94                               | 10                 | 352           |
| % of Visible Injuries  | 36.4%                               | 34.1%      | 26.7%                            | 2.8%               | 7.9%          |
| Possible Injuries  | 137                                 | 127        | 99                               | 8                  | 371           |
| % of Possible Injuries   | 36.9%                               | 34.2%      | 26.7%                            | 2.2%               | 8.3%          |
| Non-Injury   | 1,998                               | 751        | 729                              | 15                 | 3,493         |
| % of Non- Injury   | 57.2%                               | 21.5%      | 20.9%                            | 0.4%               | 78.4%         |
| Unknown  | 31                                  | 10         | 10                               | 1                  | 52            |
| % of Unknown   | 59.6%                               | 19.2%      | 19.2%                            | 1.9%               | 1.2%          |
| Column Totals  | 2,329                               | 1,084      | 995                              | 46                 | 4,454         |
| (% OF TOTAL)   | 52.3%                               | 24.3%      | 22.3%                            | 1.0%               |               |
| *Sport Utility Vehicles  |                                     |            |                                  |                    |               |
| **Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains. |                                     |            |                                  |                    |               |

In 2001, the economic cost of collisions involving commercial motor vehicles was \$180.5 million dollars. This represents 12% of the total cost of Idaho collisions (as shown in Table 4).

## Motor Vehicle Collisions in Work Zones

Table 44 shows the collisions that took place in work zones for 1998 through 2001.

|                      | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1998-2000</b> |
|----------------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
| Work Zone Collisions | 149         | 258         | 309         | 256         | -17.2%                      | 46.5%                            |
| Fatalities           | 2           | 1           | 8           | 6           | -25.0%                      | 325.0%                           |
| Serious Injuries     | 15          | 16          | 25          | 20          | -20.0%                      | 31.5%                            |
| Visible Injuries     | 32          | 45          | 65          | 49          | -24.6%                      | 42.5%                            |
| Possible Injuries    | 40          | 94          | 89          | 120         | 34.8%                       | 64.8%                            |
| % All Collisions     | 0.6%        | 1.0%        | 1.2%        | 1.0%        | -18.2%                      | 43.8%                            |
| Workers Injured      | 0           | 0           | 1           | 9           | 100.0%                      | -50.0%                           |

Prior to 2001, most of the crashes that have taken place in work zones have not involved construction workers. The 9 worker injuries, 2 of which were fatal injuries, in 2001, resulted from a single collision on I-15. Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by.

Almost 30% of the collisions in work zones in 2001 were single vehicle collisions and 1 of the 4 fatal collisions involved only 1 vehicle. While overturn and other object - not fixed were the predominant most harmful events in single vehicle collisions in work zones, rear end was the predominant most harmful event for multiple vehicle collisions in work zones.

Table 45 shows work zone collisions by road type.

|                       | <b>Fatal</b> |             | <b>Injury</b> |              | <b>Property<br/>Damage</b> |              | <b>All<br/>Collisions</b> |       |
|-----------------------|--------------|-------------|---------------|--------------|----------------------------|--------------|---------------------------|-------|
| Interstate            |              |             |               |              |                            |              |                           |       |
| Rural                 | 1            | 25.0%       | 11            | 11.3%        | 9                          | 5.8%         | 21                        | 8.2%  |
| Urban                 | 1            | 25.0%       | 21            | 21.6%        | 31                         | 20.0%        | 53                        | 20.7% |
| U.S. or State Highway |              |             |               |              |                            |              |                           |       |
| Rural                 | 1            | 25.0%       | 24            | 24.7%        | 48                         | 31.0%        | 73                        | 28.5% |
| Urban                 | 1            | 25.0%       | 14            | 14.4%        | 27                         | 17.4%        | 42                        | 16.4% |
| Local                 |              |             |               |              |                            |              |                           |       |
| Rural                 | 0            | 0.0%        | 4             | 4.1%         | 12                         | 7.7%         | 16                        | 6.3%  |
| Urban                 | 0            | 0.0%        | 23            | 23.7%        | 28                         | 18.1%        | 51                        | 19.9% |
| <b>Total</b>          | <b>4</b>     | <b>1.6%</b> | <b>97</b>     | <b>37.9%</b> | <b>155</b>                 | <b>60.5%</b> | <b>256</b>                |       |

Table 46 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

| <b>Table 46</b>  |                             |                              |                                       |                             |
|--|-----------------------------|------------------------------|---------------------------------------|-----------------------------|
| <b>Collisions in Work Zones by Transportation District: 2001</b> |                             |                              |                                       |                             |
|  | <b>Fatal<br/>Collisions</b> | <b>Injury<br/>Collisions</b> | <b>Property Damage<br/>Collisions</b> | <b>Total<br/>Collisions</b> |
| District 1   | 0                           | 13                           | 20                                    | 33                          |
| District 2   | 0                           | 7                            | 10                                    | 17                          |
| District 3   | 1                           | 45                           | 59                                    | 105                         |
| District 4   | 1                           | 18                           | 29                                    | 48                          |
| District 5   | 1                           | 6                            | 17                                    | 24                          |
| District 6   | 1                           | 8                            | 20                                    | 29                          |
| <b>Statewide</b>   | <b>4</b>                    | <b>97</b>                    | <b>155</b>                            | <b>256</b>                  |

In 2001, the economic cost of collisions in work zones was \$27.1 million dollars. This represents 2% of the total cost of Idaho collisions (as shown in Table 4).

## Glossary of Terms

The following terms are used throughout this report, and are provided to clarify the meaning of the data.

**BICYCLE (PEDACYCLE):** Every vehicle propelled exclusively by human power upon which any person may ride, having two tandem wheels, except scooters and similar devices.

**CHILD SAFETY SEAT:** A car safety seat that meets the requirements of Federal Motor Vehicle Standard 213. Every child under the age of four and weighing less than 40 pounds and is transported in a motor vehicle must be properly restrained in such a seat.

**COLLISION (TRAFFIC):** An unintended event that causes a death, injury or damage and involves a motor vehicle on a public roadway.

**DRIVER (OPERATOR):** Every person who is in actual physical control of a motor vehicle upon a highway.

**FATAL COLLISION:** Any motor vehicle collision that resulted in the death of one or more persons due to injuries received from the collision within 30 days of the collision.

**FATALITY:** An individual involved in a motor vehicle collision who died within 30 days of the collision as a result of injuries sustained in the collision.

**HEAVY TRUCK:** A motor vehicle exceeding 8,000 pounds gross weight, has two or more wheels per axle or has more than two axles and is designed, used or maintained primarily for the transportation of property.

**IMPAIRED DRIVING COLLISION:** Any collision in which an officer indicated on the collision report that alcohol or drugs were used, or were a contributing factor in the collision.

**INJURY:** Bodily harm to a person as a result of a motor vehicle collision.

### **INJURY SEVERITY:**

**Fatal Injury (Death) -** Any injury that results in the death of a person within 30 days of the collision in which the injury was sustained.

**Serious Injury (Incapacitating Injury) -** Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

**Visible Injury (Non-incapacitating, Evident Injury) -** Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the collision in which the injury occurred.

**Possible Injury -** Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating, evident injury.

**LICENSED DRIVER:** A person who is licensed by Idaho to operate a motor vehicle on public highways. A person who has reached the age of 15 years, and who has successfully completed an approved driver's training course, may apply for a class "D" license. Driving privileges are restricted to daylight hours only until the age of 16.

**LOCAL ROAD:** Any road other than an Interstate, U.S. or State Highway

**MOTOR VEHICLE:** Every motorized vehicle which is self-propelled or propelled by electric power obtained from overhead trolley wires but not operated upon rails except motorized wheelchairs.

## Glossary of Terms (Continued)

**OCCUPANT:** A person who is in or on a vehicle.

**PASSENGER:** Any occupant of a vehicle other than its driver.

**PEDESTRIAN:** Any person afoot and any person operating a wheelchair or motorized wheelchair.

**PROPERTY DAMAGE ONLY:** Any collision in which there was property damage of \$751 or more to any one person but no injuries or fatalities.

**RURAL:** All areas, incorporated and unincorporated, with a population of less than 5,000 people.

**SEAT BELT:** A device designed to hold the occupant of a motor vehicle in the seat of a vehicle that was manufactured with safety belts in compliance with Federal Motor Vehicle safety standard number 208. Each occupant of the front seat of a motor vehicle which has a gross vehicle weight of not more than 8,000 pounds, and so manufactured, shall have a seat belt properly fastened about his body at all times when the vehicle is in motion.

**STATE HIGHWAY SYSTEM:** Includes all Interstate, U.S. and State highways (i.e. I-84, US 95, SH 75)

**TRACTOR:** A motor vehicle designed and used primarily for drawing other vehicles but not so constructed as to carry a load other than part of the weight of the vehicle and load so drawn.

**URBAN:** Any incorporated area with a population of 5,000 or more.

**VEHICLE:** Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices used exclusively upon stationary rails or tracks (examples, bicycle, horse-drawn carriage).

**VIOLATION:** A conviction of a misdemeanor charge involving a moving traffic violation, or an admission or judicial determination of the commission of an infraction involving a moving traffic infraction, except bicycle infractions.

## References and Notes

1. U.S. Department of Transportation, Federal Highway Administration, Technical Advisory: Motor Vehicle Accident Costs, T 7570.2, October 31, 1994.
2. Blincoe, L.J., et al, The Economic Cost of Motor Vehicle Crashes, 2000, May, 2002. Washington, DC: U.S. Department of Transportation, National Highway Traffic Safety Administration, DOT HS 809 446.
3. Haddon and S. Baker, "Injury Control", Chapter 8, Preventive and Community Medicine, Edited by C. Clark and B. MacMahon. Title Brown and Co., New York, 1987.
4. Highway District boundaries: District I - North Idaho (Boundary, Bonner, Kootenai, Benewah, and Shoshone Counties), District II - North Central Idaho (Latah, Nez Perce, Lewis, Clearwater, and Idaho Counties), District III - Southwest Idaho (Adams, Valley, Washington, Payette, Gem, Boise, Canyon, Ada, Owyhee, and Elmore Counties), District IV - South Central Idaho (Camas, Blaine, Gooding, Lincoln, Minidoka, Jerome, Twin Falls, and Cassia Counties), District V - Southeast Idaho (Bingham, Power, Bannock, Caribou, Oneida, Franklin, and Bear Lake Counties) and District VI - Eastern Idaho ( Lemhi, Custer, Butte, Clark, Fremont, Jefferson, Madison, Teton, and Bonneville Counties).
5. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.

# **APPENDIX A: Maps of Fatal Collision Locations**

Each spot indicates the location of a fatal collision. The number of fatalities for each transportation district is also given. The maps are intended to give general locations of fatal collisions; the precise location cannot be determined from maps. For precise locations or for the number of collisions on a given roadway, please contact the Office of Highway Safety.

## **APPENDIX B: State Highway System**

The Idaho Transportation department is responsible for building and maintaining the State Highway System. The State Highway System includes the Interstate highways, US highways, and State highways. All other roads fall under the jurisdiction of counties, cities or local highway districts.

## Collision Information for Selected Routes on the State Highway System: 1997-2001

| <b>US 2</b>           | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 0           | 0           | 3           | 1           | 1           | 5                           |
| Fatalities            | 0           | 0           | 3           | 1           | 1           | 5                           |
| Total Collisions      | 90          | 73          | 94          | 73          | 85          | 415                         |
| Average Daily Traffic | 3,898       | 3,971       | 4,134       | 4,225       | 4,291       | 20,520                      |
| Fatal Collision Rate  | 0.00        | 0.00        | 4.48        | 1.46        | 1.44        | 1.51                        |
| Total Collision Rate  | 142.64      | 113.57      | 140.46      | 106.73      | 122.36      | 124.94                      |

| <b>US 12</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 4           | 4           | 2           | 3           | 5           | 18                          |
| Fatalities            | 4           | 8           | 2           | 4           | 5           | 23                          |
| Total Collisions      | 200         | 172         | 165         | 168         | 198         | 903                         |
| Average Daily Traffic | 2,144       | 2,186       | 2,167       | 2,201       | 2,144       | 10,841                      |
| Fatal Collision Rate  | 3.03        | 2.97        | 1.50        | 2.21        | 3.79        | 2.70                        |
| Total Collision Rate  | 151.42      | 127.75      | 123.62      | 123.91      | 149.94      | 135.21                      |

| <b>US 20</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 13          | 7           | 8           | 11          | 12          | 51                          |
| Fatalities            | 20          | 9           | 13          | 13          | 14          | 69                          |
| Total Collisions      | 761         | 896         | 877         | 869         | 929         | 4,332                       |
| Average Daily Traffic | 4,851       | 4,903       | 5,072       | 5,129       | 5,179       | 25,135                      |
| Fatal Collision Rate  | 2.36        | 1.26        | 1.39        | 1.89        | 2.04        | 1.79                        |
| Total Collision Rate  | 138.22      | 161.03      | 152.36      | 149.29      | 158.06      | 151.87                      |

| <b>US 26</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 1           | 3           | 6           | 5           | 7           | 22                          |
| Fatalities            | 2           | 3           | 8           | 7           | 8           | 28                          |
| Total Collisions      | 146         | 162         | 160         | 177         | 200         | 845                         |
| Average Daily Traffic | 2,408       | 2,641       | 2,672       | 2,718       | 2,783       | 13,222                      |
| Fatal Collision Rate  | 0.88        | 2.41        | 4.76        | 3.90        | 5.33        | 3.53                        |
| Total Collision Rate  | 128.56      | 130.08      | 127.00      | 138.12      | 152.38      | 135.53                      |

## Collision Information for Selected Routes on the State Highway System: 1997-2001

| <b>US 30</b>          |             |             |             |             |             | <b>1997-2001</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|------------------|
|                       | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Totals</b>    |
| Fatal Collisions      | 3           | 5           | 5           | 7           | 4           | <b>24</b>        |
| Fatalities            | 8           | 6           | 5           | 9           | 4           | <b>32</b>        |
| Total Collisions      | 320         | 321         | 326         | 331         | 329         | <b>1,627</b>     |
| Average Daily Traffic | 3,542       | 3,579       | 3,716       | 3,830       | 3,897       | <b>18,564</b>    |
| Fatal Collision Rate  | 1.21        | 1.99        | 1.91        | 2.60        | 1.46        | <b>1.84</b>      |
| Total Collision Rate  | 129.52      | 127.57      | 124.73      | 122.88      | 120.06      | <b>124.64</b>    |

| <b>US 89</b>          |             |             |             |             |             | <b>1997-2001</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|------------------|
|                       | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Totals</b>    |
| Fatal Collisions      | 0           | 0           | 0           | 1           | 2           | <b>3</b>         |
| Fatalities            | 0           | 0           | 0           | 1           | 2           | <b>3</b>         |
| Total Collisions      | 20          | 21          | 17          | 42          | 24          | <b>124</b>       |
| Average Daily Traffic | 1,468       | 1,494       | 1,573       | 1,624       | 1,639       | <b>7,797</b>     |
| Fatal Collision Rate  | 0.00        | 0.00        | 0.00        | 3.86        | 7.64        | <b>2.41</b>      |
| Total Collision Rate  | 85.31       | 88.01       | 67.64       | 161.93      | 91.67       | <b>99.55</b>     |

| <b>US 93</b>          |             |             |             |             |             | <b>1997-2001</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|------------------|
|                       | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Totals</b>    |
| Fatal Collisions      | 9           | 6           | 9           | 1           | 8           | <b>33</b>        |
| Fatalities            | 9           | 8           | 12          | 5           | 12          | <b>46</b>        |
| Total Collisions      | 437         | 424         | 445         | 412         | 483         | <b>2,201</b>     |
| Average Daily Traffic | 2,077       | 2,088       | 1,988       | 1,992       | 2,044       | <b>10,188</b>    |
| Fatal Collision Rate  | 2.80        | 1.85        | 2.92        | 0.32        | 2.53        | <b>2.09</b>      |
| Total Collision Rate  | 135.83      | 131.09      | 144.50      | 133.50      | 152.52      | <b>139.44</b>    |

| <b>US 95</b>          |             |             |             |             |             | <b>1997-2001</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|------------------|
|                       | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Totals</b>    |
| Fatal Collisions      | 16          | 23          | 28          | 21          | 18          | <b>106</b>       |
| Fatalities            | 20          | 25          | 35          | 28          | 20          | <b>128</b>       |
| Total Collisions      | 1,127       | 1,128       | 1,338       | 1,183       | 1,237       | <b>6,013</b>     |
| Average Daily Traffic | 4,158       | 4,241       | 4,293       | 4,308       | 4,378       | <b>21,378</b>    |
| Fatal Collision Rate  | 1.96        | 2.77        | 3.33        | 2.49        | 2.10        | <b>2.53</b>      |
| Total Collision Rate  | 138.33      | 135.75      | 159.06      | 140.17      | 144.22      | <b>143.56</b>    |

## Collision Information for Selected Routes on the State Highway System: 1997-2001

| <b>SH 16</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 1           | 1           | 2           | 0           | 1           | <b>5</b>                    |
| Fatalities            | 1           | 1           | 2           | 0           | 2           | <b>6</b>                    |
| Total Collisions      | 36          | 41          | 54          | 48          | 38          | <b>217</b>                  |
| Average Daily Traffic | 6,390       | 6,640       | 6,800       | 6,920       | 7,880       | <b>34,630</b>               |
| Fatal Collision Rate  | 3.08        | 2.96        | 5.79        | 0.00        | 2.50        | <b>2.84</b>                 |
| Total Collision Rate  | 110.83      | 121.47      | 156.22      | 136.45      | 94.87       | <b>123.27</b>               |

| <b>SH 21</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 1           | 3           | 2           | 0           | 1           | <b>7</b>                    |
| Fatalities            | 1           | 4           | 2           | 0           | 2           | <b>9</b>                    |
| Total Collisions      | 50          | 75          | 72          | 84          | 102         | <b>383</b>                  |
| Average Daily Traffic | 1,089       | 1,070       | 1,117       | 1,144       | 1,188       | <b>5,608</b>                |
| Fatal Collision Rate  | 1.99        | 6.09        | 3.89        | 0.00        | 1.83        | <b>2.71</b>                 |
| Total Collision Rate  | 99.67       | 152.21      | 139.97      | 159.36      | 186.40      | <b>148.27</b>               |

| <b>SH 28</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 0           | 0           | 1           | 0           | 1           | <b>2</b>                    |
| Fatalities            | 0           | 0           | 1           | 0           | 1           | <b>2</b>                    |
| Total Collisions      | 24          | 27          | 32          | 30          | 33          | <b>146</b>                  |
| Average Daily Traffic | 710         | 690         | 680         | 700         | 700         | <b>3,480</b>                |
| Fatal Collision Rate  | 0.00        | 0.00        | 3.34        | 0.00        | 3.25        | <b>1.31</b>                 |
| Total Collision Rate  | 76.86       | 88.97       | 107.00      | 97.45       | 107.19      | <b>95.39</b>                |

| <b>SH 33</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 2           | 5           | 1           | 2           | 2           | <b>12</b>                   |
| Fatalities            | 3           | 5           | 1           | 2           | 2           | <b>13</b>                   |
| Total Collisions      | 223         | 193         | 231         | 258         | 224         | <b>1,129</b>                |
| Average Daily Traffic | 1,907       | 1,926       | 1,951       | 2,034       | 2,074       | <b>9,893</b>                |
| Fatal Collision Rate  | 2.05        | 5.08        | 1.00        | 1.93        | 1.89        | <b>2.37</b>                 |
| Total Collision Rate  | 228.96      | 196.17      | 231.77      | 248.35      | 211.44      | <b>223.44</b>               |

## Collision Information for Selected Routes on the State Highway System: 1997-2001

| <b>SH 34</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 0           | 0           | 4           | 0           | 0           | 4                           |
| Fatalities            | 0           | 0           | 5           | 0           | 0           | 5                           |
| Total Collisions      | 42          | 49          | 56          | 62          | 66          | 275                         |
| Average Daily Traffic | 916         | 889         | 879         | 897         | 903         | 4,484                       |
| Fatal Collision Rate  | 0.00        | 0.00        | 12.63       | 0.00        | 0.00        | 2.48                        |
| Total Collision Rate  | 127.25      | 153.03      | 176.88      | 191.76      | 202.85      | 170.22                      |

| <b>SH 44</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 0           | 5           | 2           | 2           | 2           | 11                          |
| Fatalities            | 0           | 5           | 2           | 2           | 2           | 11                          |
| Total Collisions      | 162         | 155         | 161         | 168         | 190         | 836                         |
| Average Daily Traffic | 9,747       | 10,045      | 10,244      | 10,911      | 11,991      | 52,939                      |
| Fatal Collision Rate  | 0.00        | 5.90        | 2.31        | 2.17        | 1.98        | 2.46                        |
| Total Collision Rate  | 196.91      | 182.81      | 186.21      | 182.42      | 187.73      | 187.10                      |

| <b>SH 51</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 1           | 1           | 4           | 2           | 0           | 8                           |
| Fatalities            | 1           | 1           | 4           | 2           | 0           | 8                           |
| Total Collisions      | 58          | 74          | 60          | 73          | 66          | 331                         |
| Average Daily Traffic | 800         | 810         | 860         | 880         | 910         | 4,260                       |
| Fatal Collision Rate  | 3.65        | 3.61        | 13.59       | 6.64        | 0.00        | 5.49                        |
| Total Collision Rate  | 211.88      | 267.00      | 203.90      | 242.44      | 211.96      | 227.08                      |

| <b>SH 55</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 3           | 7           | 7           | 2           | 3           | 22                          |
| Fatalities            | 3           | 8           | 8           | 2           | 3           | 24                          |
| Total Collisions      | 410         | 478         | 421         | 530         | 551         | 2,390                       |
| Average Daily Traffic | 4,587       | 4,684       | 5,084       | 5,282       | 5,628       | 25,265                      |
| Fatal Collision Rate  | 1.34        | 3.06        | 2.82        | 0.78        | 1.09        | 1.78                        |
| Total Collision Rate  | 183.10      | 209.04      | 169.63      | 205.52      | 200.55      | 193.77                      |

## Collision Information for Selected Routes on the State Highway System: 1997-2001

| <b>SH 75</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 4           | 4           | 3           | 2           | 6           | <b>19</b>                   |
| Fatalities            | 4           | 5           | 3           | 2           | 6           | <b>20</b>                   |
| Total Collisions      | 130         | 168         | 181         | 143         | 170         | <b>792</b>                  |
| Average Daily Traffic | 2,660       | 2,690       | 2,670       | 2,670       | 2,720       | <b>13,410</b>               |
| Fatal Collision Rate  | 2.41        | 2.39        | 1.80        | 1.20        | 3.54        | <b>2.27</b>                 |
| Total Collision Rate  | 78.46       | 100.26      | 108.82      | 85.98       | 100.33      | <b>94.81</b>                |

| <b>SH 78</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 0           | 0           | 0           | 0           | 2           | <b>2</b>                    |
| Fatalities            | 0           | 0           | 0           | 0           | 2           | <b>2</b>                    |
| Total Collisions      | 26          | 34          | 25          | 23          | 35          | <b>143</b>                  |
| Average Daily Traffic | 542         | 553         | 554         | 579         | 617         | <b>2,845</b>                |
| Fatal Collision Rate  | 0.00        | 0.00        | 0.00        | 0.00        | 9.66        | <b>2.09</b>                 |
| Total Collision Rate  | 142.85      | 183.28      | 134.34      | 118.31      | 168.99      | <b>149.72</b>               |

| <b>I-15</b>           | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 13          | 22          | 13          | 8           | 10          | <b>66</b>                   |
| Fatalities            | 13          | 28          | 14          | 9           | 14          | <b>78</b>                   |
| Total Collisions      | 464         | 569         | 499         | 464         | 540         | <b>2,536</b>                |
| Average Daily Traffic | 8,530       | 9,000       | 9,560       | 9,560       | 9,580       | <b>46,230</b>               |
| Fatal Collision Rate  | 2.13        | 3.42        | 1.90        | 1.17        | 1.46        | <b>2.00</b>                 |
| Total Collision Rate  | 76.04       | 88.37       | 72.96       | 67.84       | 78.79       | <b>76.68</b>                |

| <b>I-84</b>           | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 25          | 22          | 19          | 29          | 25          | <b>120</b>                  |
| Fatalities            | 28          | 26          | 20          | 33          | 29          | <b>136</b>                  |
| Total Collisions      | 964         | 959         | 1,158       | 1,267       | 1,291       | <b>5,639</b>                |
| Average Daily Traffic | 16,140      | 16,860      | 17,460      | 17,500      | 18,040      | <b>86,000</b>               |
| Fatal Collision Rate  | 1.54        | 1.30        | 1.08        | 1.65        | 1.38        | <b>1.39</b>                 |
| Total Collision Rate  | 59.36       | 56.53       | 65.92       | 71.96       | 71.13       | <b>65.17</b>                |

## Collision Information for Selected Routes on the State Highway System: 1997-2001

| <b>I-86</b>           | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 2           | 2           | 3           | 2           | 2           | <b>11</b>                   |
| Fatalities            | 2           | 2           | 3           | 3           | 2           | <b>12</b>                   |
| Total Collisions      | 118         | 138         | 123         | 178         | 161         | <b>718</b>                  |
| Average Daily Traffic | 7,220       | 7,730       | 7,940       | 7,860       | 7,870       | <b>38,620</b>               |
| Fatal Collision Rate  | 1.21        | 1.13        | 1.65        | 1.11        | 1.11        | <b>1.24</b>                 |
| Total Collision Rate  | 71.24       | 77.82       | 67.53       | 98.72       | 89.18       | <b>81.04</b>                |

| <b>I-90</b>           | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 1           | 2           | 3           | 5           | 5           | <b>16</b>                   |
| Fatalities            | 1           | 4           | 4           | 5           | 5           | <b>19</b>                   |
| Total Collisions      | 390         | 355         | 394         | 412         | 432         | <b>1,983</b>                |
| Average Daily Traffic | 13,616      | 14,230      | 15,153      | 15,296      | 15,566      | <b>73,861</b>               |
| Fatal Collision Rate  | 0.24        | 0.45        | 0.68        | 1.13        | 1.11        | <b>0.46</b>                 |
| Total Collision Rate  | 85.76       | 72.56       | 80.62       | 83.81       | 85.80       | <b>56.55</b>                |

| <b>I-184</b>          | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>1997-2001<br/>Totals</b> |
|-----------------------|-------------|-------------|-------------|-------------|-------------|-----------------------------|
| Fatal Collisions      | 0           | 0           | 1           | 1           | 0           | <b>2</b>                    |
| Fatalities            | 0           | 0           | 1           | 1           | 0           | <b>2</b>                    |
| Total Collisions      | 71          | 73          | 63          | 73          | 53          | <b>333</b>                  |
| Average Daily Traffic | 49,810      | 52,400      | 48,150      | 51,830      | 55,290      | <b>257,480</b>              |
| Fatal Collision Rate  | 0.00        | 0.00        | 1.57        | 1.46        | 0.00        | <b>0.59</b>                 |
| Total Collision Rate  | 107.88      | 105.44      | 99.02       | 106.60      | 72.55       | <b>97.88</b>                |

## State Highway Information by Roadway Classification and Speed Limit: 2001

| Road Classification           | Speed Limit | Miles of Roadway | # of Automatic Traffic Recorders | Vehicle Miles Travelled | Average Speed | % 5 MPH Over Limit | % 10 MPH Over Limit | Fatal Collisions | Injury Collisions | Total Collisions | Fatal Collision           | Injury Collision          | Total Collision           |
|-------------------------------|-------------|------------------|----------------------------------|-------------------------|---------------|--------------------|---------------------|------------------|-------------------|------------------|---------------------------|---------------------------|---------------------------|
|                               |             |                  |                                  |                         |               |                    |                     |                  |                   |                  | Rate per 100 million AVMT | Rate per 100 million AVMT | Rate per 100 million AVMT |
| Urban Interstate              | 55          | 3.62             | 0                                | 73,052,925              |               |                    |                     | 0                | 22                | 53               | 0.00                      | 30.12                     | 72.55                     |
|                               | 65          | 41.36            | 9                                | 690,926,567             | 64.2          | 16.3               | 3.7                 | 3                | 199               | 575              | 0.43                      | 28.80                     | 83.22                     |
|                               | 70          | 10.93            | 2                                | 164,282,850             | 68.0          | 14.1               | 2.1                 | 1                | 37                | 82               | 0.61                      | 22.52                     | 49.91                     |
|                               | 75          | 29.77            | 2                                | 181,984,839             | 69.5          | 7.4                | 1.5                 | 3                | 55                | 135              | 1.65                      | 30.22                     | 74.18                     |
| <b>Urban Interstate Total</b> |             | <b>85.68</b>     | <b>13</b>                        | <b>1,110,247,181</b>    |               |                    |                     | <b>7</b>         | <b>313</b>        | <b>845</b>       | <b>0.63</b>               | <b>28.19</b>              | <b>76.11</b>              |
| Rural Interstate              | 55          | 4.09             | 0                                | 9,101,932               |               |                    |                     | 0                | 12                | 30               | 0.00                      | 131.84                    | 329.60                    |
|                               | 60          | 5.36             | 1                                | 14,079,510              | 61.5          | 41.6               | 19.2                | 1                | 1                 | 17               | 7.10                      | 7.10                      | 120.74                    |
|                               | 65          | 23.64            | 0                                | 136,146,934             |               |                    |                     | 1                | 57                | 181              | 0.73                      | 41.87                     | 132.94                    |
|                               | 75          | 493.00           | 18                               | 1,932,095,599           | 72.7          | 13.1               | 2.6                 | 33               | 558               | 1,399            | 1.71                      | 28.88                     | 72.41                     |
| <b>Rural Interstate Total</b> |             | <b>526.33</b>    | <b>19</b>                        | <b>2,091,423,975</b>    |               |                    |                     | <b>35</b>        | <b>628</b>        | <b>1,627</b>     | <b>1.67</b>               | <b>30.03</b>              | <b>77.79</b>              |
| Non-Interstate                | 25          | 79.54            | 0                                | 137,070,874             |               |                    |                     | 0                | 181               | 616              | 0.00                      | 132.05                    | 449.40                    |
|                               | 30          | 2.45             | 0                                | 6,345,233               |               |                    |                     | 1                | 14                | 38               | 15.76                     | 220.64                    | 598.87                    |
|                               | 35          | 232.20           | 2                                | 635,976,471             | 40.0          | 31.4               | 6.3                 | 5                | 795               | 2,289            | 0.79                      | 125.00                    | 359.92                    |
|                               | 40          | 19.19            | 0                                | 6,160,430               |               |                    |                     | 1                | 4                 | 14               | 16.23                     | 64.93                     | 227.26                    |
|                               | 45          | 319.95           | 3                                | 487,523,893             | 50.0          | 46.3               | 15.1                | 13               | 369               | 926              | 2.67                      | 75.69                     | 189.94                    |
|                               | 50          | 157.03           | 2                                | 89,516,323              | 51.7          | 36.5               | 14.6                | 2                | 105               | 259              | 2.23                      | 117.30                    | 289.33                    |
|                               | 55          | 1,311.37         | 24                               | 1,326,311,344           | 54.6          | 22.6               | 5.4                 | 28               | 708               | 1,714            | 2.11                      | 53.38                     | 129.23                    |
|                               | 60          | 469.60           | 14                               | 539,257,351             | 57.1          | 12.7               | 2.5                 | 16               | 241               | 691              | 2.97                      | 44.69                     | 128.14                    |
| 65                            | 1,727.93    | 31               | 1,231,365,434                    | 62.2                    | 10.0          | 2.3                | 30                  | 541              | 1,336             | 2.44             | 43.93                     | 108.50                    |                           |
| <b>Non-Interstate Total</b>   |             | <b>4,342.14</b>  | <b>76</b>                        | <b>4,459,527,353</b>    |               |                    |                     | <b>96</b>        | <b>2,958</b>      | <b>7,883</b>     | <b>2.15</b>               | <b>66.33</b>              | <b>176.77</b>             |
| <b>Grand Total</b>            |             | <b>4,954.15</b>  | <b>108</b>                       | <b>7,661,198,509</b>    |               |                    |                     | <b>138</b>       | <b>3,899</b>      | <b>10,355</b>    | <b>1.80</b>               | <b>50.89</b>              | <b>135.16</b>             |

# **APPENDIX C: Five-Year Collision History**

## Appendix C: Idaho Fatal and Injury Collision Data, Five-Year History

| <b>Table C-1</b>                                  |             |             |             |             |             |                             |                                  |
|---|-------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
|   | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1997-2000</b> |
| Fatal Collisions                                  | 220         | 224         | 245         | 241         | 225         | -6.6%                       | 3.2%                             |
| Injury Collisions                                 | 9,111       | 9,098       | 9,256       | 9,392       | 9,231       | -1.7%                       | 1.0%                             |
| Total Persons - Fatal & Injury Collisions         | 26,690      | 26,935      | 26,808      | 27,278      | 26,809      | -1.7%                       | 0.7%                             |
| Drivers   | 15,713      | 16,069      | 16,184      | 16,513      | 16,219      | -1.8%                       | 1.7%                             |
| Passengers  | 10,399      | 10,074      | 9,747       | 9,928       | 9,832       | -1.0%                       | -1.5%                            |
| Total Fatalities                                  | 259         | 265         | 278         | 276         | 259         | -6.2%                       | 2.2%                             |
| Fatality Rate per 100 Million VMT                 | 2.0         | 1.9         | 1.9         | 2.0         | 1.8         | -9.9%                       | 0.6%                             |
| Total Injuries                                    | 14,133      | 13,920      | 14,069      | 14,276      | 14,021      | -1.8%                       | 0.3%                             |
| Injury Rate per 100 Million VMT                   | 107.8       | 102.0       | 98.2        | 104.0       | 98.1        | -5.7%                       | -1.1%                            |
| Impaired Drivers - Fatal/Injury Collisions        | 1,032       | 1,068       | 982         | 1,039       | 952         | -8.4%                       | 0.4%                             |
| % of All Drivers-Fatal/Injury Collisions          | 6.6%        | 6.6%        | 6.1%        | 6.3%        | 5.9%        | -6.7%                       | -1.3%                            |
| Alcohol/Drug Test Given - Fatal/Injury Collisions | 709         | 718         | 679         | 725         | 690         | -4.8%                       | 0.9%                             |
| % of Impaired Drivers Given Test - F&I Collision  | 68.7%       | 67.2%       | 69.1%       | 69.8%       | 72.5%       | 3.9%                        | 0.5%                             |

## Appendix C: Idaho Fatal and Injury Collision Data, Five-Year History

| <b>Table C-2</b>  |             |             |             |             |             |                             |                                  |
|---|-------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
|   | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1997-2000</b> |
| Total Vehicles - Fatal/Injury Collisions  | 16,514      | 16,743      | 16,939      | 17,287      | 16,932      | -2.1%                       | 1.5%                             |
| Passenger Cars - Fatal/Injury Collisions  | 8,549       | 8,678       | 8,638       | 8,820       | 8,433       | -4.4%                       | 1.1%                             |
| % of Vehicles   | 51.8%       | 51.8%       | 51.0%       | 51.0%       | 49.8%       | -2.4%                       | -0.5%                            |
| Pickups, Sport Utility Vehicles, Vans, and<br>PU's with Campers - Fatal/Injury Collisions | 6,392       | 6,583       | 6,774       | 6,924       | 6,930       | 0.1%                        | 2.7%                             |
| % of Vehicles   | 38.7%       | 39.3%       | 40.0%       | 40.1%       | 40.9%       | 2.2%                        | 1.1%                             |
| Commercial Motor Vehicles - Fatal/Injury Collisions                                       | 580         | 581         | 630         | 559         | 611         | 9.3%                        | -0.9%                            |
| % of Vehicles   | 3.5%        | 3.5%        | 3.7%        | 3.2%        | 3.6%        | 11.6%                       | -2.4%                            |
| Motorcycles - Fatal/Injury Collisions   | 281         | 267         | 231         | 326         | 354         | 8.6%                        | 7.6%                             |
| % of Vehicles   | 1.7%        | 1.6%        | 1.4%        | 1.9%        | 2.1%        | 10.9%                       | 5.8%                             |
| Bicycles - Fatal/Injury Collisions  | 310         | 294         | 353         | 335         | 275         | -17.9%                      | 3.3%                             |
| % of Vehicles   | 1.9%        | 1.8%        | 2.1%        | 1.9%        | 1.6%        | -16.2%                      | 1.7%                             |
| Pedestrians - Fatal/Injury Collisions   | 253         | 205         | 188         | 206         | 190         | -7.8%                       | -5.9%                            |
| % of Vehicles   | 1.5%        | 1.2%        | 1.1%        | 1.2%        | 1.1%        | -5.8%                       | -7.4%                            |

## Appendix C: Idaho Fatal and Injury Collision Data, Five-Year History

| <b>Table C-3</b>  |             |             |             |             |             |                             |                                  |
|---|-------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
|   | <b>1997</b> | <b>1998</b> | <b>1999</b> | <b>2000</b> | <b>2001</b> | <b>Change<br/>2000-2001</b> | <b>Avg. Change<br/>1997-2000</b> |
| Roadside Obstacles- Fatal/Injury Collisions   | 2,081       | 1,930       | 1,973       | 2,029       | 1,932       | -4.8%                       | -0.7%                            |
| % of Collisions   | 22.3%       | 20.7%       | 20.8%       | 21.1%       | 20.4%       | -3.0%                       | -1.8%                            |
| Roadway Defects- Fatal/Injury Collisions  | 370         | 317         | 340         | 337         | 303         | -10.1%                      | -2.7%                            |
| % of Collisions   | 4.0%        | 3.4%        | 3.6%        | 3.5%        | 3.2%        | -8.4%                       | -3.7%                            |
| Vehicle Defects- Fatal/Injury Collisions  | 268         | 235         | 278         | 235         | 243         | 3.4%                        | -3.2%                            |
| % of Vehicles   | 1.6%        | 1.4%        | 1.6%        | 1.4%        | 1.4%        | 5.6%                        | -4.6%                            |
| Self-Reported Restraint Use*- Fatal/Injury Collisions   | 16,510      | 16,891      | 17,098      | 17,920      | 18,156      | 1.3%                        | 2.8%                             |
| % Usage   | 68.6%       | 69.4%       | 70.4%       | 72.5%       | 75.0%       | 3.5%                        | 1.8%                             |
| Self-Reported Child Restraint Use**   |             |             |             |             |             |                             |                                  |
| Fatal/Injury Collisions   | 587         | 644         | 600         | 618         | 635         | 2.8%                        | 2.0%                             |
| % Usage   | 66.0%       | 71.6%       | 75.9%       | 79.0%       | 78.9%       | -0.2%                       | 6.2%                             |
| Helmet Use- Fatal/Injury Collisions   | 106         | 102         | 86          | 138         | 147         | 6.5%                        | 13.7%                            |
| % of Motorcycle Operators   | 32.4%       | 34.1%       | 32.2%       | 36.7%       | 35.1%       | -4.4%                       | 4.5%                             |
| Emergency Medical Service Response<br>to Fatal/Injury Collisions  | 5,819       | 5,917       | 6,282       | 6,381       | 6,111       | -4.2%                       | 3.1%                             |
| % of Fatal & Injury Collisions  | 62.4%       | 63.5%       | 66.1%       | 66.2%       | 64.6%       | -2.4%                       | 2.0%                             |
| <p>* All Persons 4 years or older in passenger cars, pickups, sport utility vehicles and vans.</p> <p>** All persons 0-3 years old in passenger cars, pickups, sport utility vehicles and vans using a child safety seat.</p> |             |             |             |             |             |                             |                                  |